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Scale AVIATION Modeller International

Macchi C.205V REAF

by Pierluigi Berrone



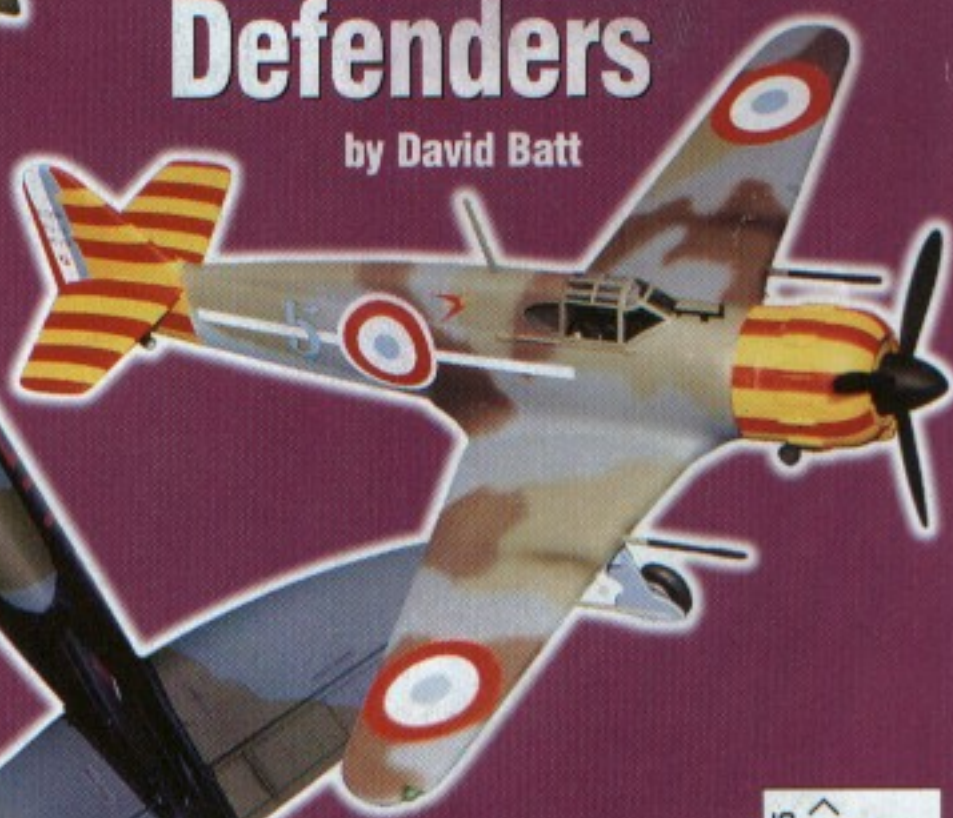
Photo Build - de Havilland Mosquito B Mk IV

by Richard A. Franks

SCALE AVIATION MODELLER

French Defenders

by David Batt

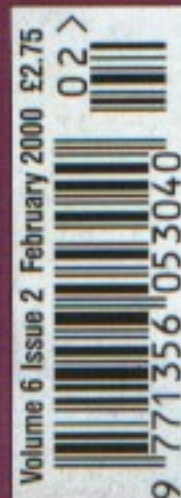


Grumman F3F-1

by Steven J. Corvi



Plus
Photo Album –
Gloster Javelin
Aviation Colour File



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Editorial

Volume 6 Issue 2

Not much really to say this month, as it is still early days as far as new kit releases etc go, but things are already starting to gain momentum and it looks as if this year may offer a few surprises. With this increased amount of new products in mind, you will note some subtle changes to some of the regular sections from this edition onwards. Hopefully these changes will allow us to get more information in each month, without encroaching on the space allocated for feature articles etc. I know how interested the readership is in what is new, and I appreciate that the reviews etc are

the only way many of you ever get to see these products before purchase, but I also wish to continue offering the same level of feature articles as well, and that is a very tricky balancing act indeed!
Until next month...

Richard A. Franks
Editor



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Academy

1/72nd

Due for release in January was the Boeing B-377 Stratocruiser and it is listed in America at \$55.00 and in Japan at ¥4800. Other new additions to the Academy range will include the Curtiss P-40E Warhawk (#1671) and the A-37B 'Black Eagles' (#1672). It was interesting to note that in Japan a Mitsubishi J8M1 Shusui is also listed from them (#PA01/¥1800), although we suspect this is either some confusion with the Pit Lane release of the kit, or some form of tie-in between them and Academy.



1/48th

Mentioned last month was the release of a couple of new kits in this scale from Academy, but here is the artwork to tempt you further. The subjects involved are the F-117A (#2118/\$29.00), Bf 109G-6 (#2146/\$20.00/¥1600) and the F4U-1D Corsair (#2147/\$22.00/¥1600). The F-117A is already out in America and it retails for \$29.00, whilst all of them were listed with a December 1999 release schedule in Japan!



Ciro

1/72nd

The Mil Mi-9 'Hip G' airborne command post has just been released by this firm. The kit is based on the KP Mi-8 kit (which is included) and all the necessary changes have been achieved with resin. This kit (#7203) is £22.50 in the UK. Also available from them is a resin cockpit update set for the KP Mi-8 kit and this (#7204) is £7.75.

Accurate Miniatures

1/48th

Having stated that the UK prices for the new B-25 kits were going to rise by nearly 50%, I am pleased to say that obviously some negotiations have taken place and the news is that the price will not rise, and that the three B-25 kits will be in the UK at the original price of around £39.00.

HR Models

1/72nd

The latest resin kit from this manufacturer is the Hanriot HD.2 Floatplane (#7254) and it is £13.50.



Unicraft

1/72nd

The most recent resin kit from Unicraft is the Dornier Do. P.59. This was the forerunner of the Do.335 design and the kit retails for \$25.00 directly from the manufacturer.

Also available is a conversion set for the Revell® P-51B to convert it into the FTB project machine with the engine installed aft of the pilot. This conversion is \$10.00.

The next releases will include the MiG-8UTI and the Martin Baker Tankbuster.



High Planes Models

1/72nd

The New Year kicks off with the release of the Atlas Cheetah C (#72017) from HPM. This kit will feature limited-run injection moulded plastic and/or white metal and resin detail parts. This will be followed by kits of the P-51D unlimited racer 'Red Baron' (#72012) and the modified Yak-11 racer 'Mr Awesome' (#72008).

Currently we only have Australian prices for these three kits, which are Aus\$36 (Cheetah) and Aus\$26 (both racers).



1/72nd

Although we have all been waiting for over a year now for its release, apparently the Boeing 727-200 kit from this manufacturer was due for release in late December. To date we have seen no further confirmation on this point, so it will be a case of keeping your eyes on the advertisements to see when it arrives.

Hi-Tech

1/48th

New items due from Hi-Tech this year will also include the Dassault Mystere IV and the Roland D.II.

Hasegawa

There are a mass of new and reissued releases due from this firm in the latter stages of 1999 and into 2000, so here is a brief rundown.

1/200th

Already released in this scale is the 747-200 in Japan Asia Airways markings and this will be followed in January by the E-767 AWACS 'JASDF' (#11027/\$22.98).



Future releases will include the VC-25A 'Air Force One' (#10608/¥2200) and the DC-10-30 in KLM/Northwest colours (#10609/¥1300).



1/72nd

Due for release in America in late December was the Ki-67 Type 4 Hiryu (#51219) at \$26.98.

Due for release in January are the S2F-U Tracker 'Target Tow Drone' JMSDF (#00048/\$27.98/¥2200), Messerschmitt Me 262V-10 with flying bomb (#00049/¥2200) and the F-117A Stealth (#00531/\$16.98). The latter is listed as a 'new tool', although we still suspect it is based on the previous F-117A kit produced by Hasegawa.



Heller

1/72nd

The constellation kit from Heller has just been reissued in two forms. The first is the L-749 in PAA colours (#80381) and the other is the C-121A in Berlin Airlift markings (#80382). Both of these kits retail for £14.99 in the UK.





Future releases will include the DH Mosquito NF Mk II (#00050/¥2000), Ki-45 Kai Tei '4th Flight Reg Kaitentai' (#00051/¥2400), Mitsubishi F-1 '6th Squadron 40th Anniversary' (#00052/¥1400), EA-6B 'Wings 99 Atsugi VAQ-136' (#00053/¥2200), Kawasaki T-4 '1st Air Wing '99 Hamamatsu Special' (#00054/¥2000) and ES-3A (#00055/¥3200).

Also announced, but with no release date, is the long-awaited kit of the Mitsubishi Ki-46-II Dinah (CP5).



Trumpeter

1/32nd

Now many of you will have heard all about some new injection moulded kits of the MiG-15 series that are reported to have been produced in China. Well, this is the actual manufacturer and so far they have released the MiG-15bis, F-5 (Chinese MiG-17), FT-5 (Chinese two-seat MiG-17) and the F-5A (Chinese MiG-17PF). Initial inspection shows the kits to be well tooled with good detail although there is no official importer of the range in the UK as yet.



1/48th

Note that the Grumman F3F-1 listed under Hasegawa is the Accurate Miniatures kit. There is a distribution deal between these two firms and so you may see the kit listed under Hasegawa for ¥3800.

Released in America in late December was the Bf 109G-6 'Graf' (#09324/\$26.98).

Due for release in America in January were the Nakajima B6N1 Tenzan Type 11 'Mamoru Engine' (#09325/\$41.98/¥3800), Bf 109T (#09326/\$39.90), F/A5-18C 'VF-115 Eagles' (#09327/\$53.98/¥5800), QF-4N Phantom Drone (#09328/\$39.98), Kawasaki T-4 'JASDF' (#07217/\$26.98) and the F-14A Tomcat 'Lantirn' (#09327/¥5200).

Future releases will include the Bf 109K-4 'JG53' (#09330/¥2200), Phantom FG Mk 1 'No. 111 Sqn' (#09331/¥3200) and the F-16A 'NATO 50th Anniversary' (#093432/¥2200). Confirmed for release during the first quarter of the year are new toolings of the Lockheed F-104, which will be released in 'C' (#PT19) and 'J' (#PT18) versions. Also due for release is the F-16C (Block 50) Fighting Falcon (#V10), the Kawanishi N1K2-J 'George' (#JT73) and another weapons set ('US Missiles, Bombs & Launcher Set' - #X48-8).



News Update

Tamiya

1/72nd

By the time this is read the new de Havilland Mosquito FB Mk VI/NF Mk II kit (#60747) should be generally available.



1/48th

Quietly released in the middle of January was another version of the F4U Corsair in the form of the F4U-1A. This kit (#61070) features two crew figures, drop tanks and two decal options and is listed at ¥2000 in Japan.



1/32nd

The revised tooling of the F-15 to produce the F-15J should now be available. The kit (#60302) is listed at \$141 in the USA and ¥11000 in Japan, but we do not have a confirmed UK price as yet.

Alclad 2

Many of you will recall this excellent American metallic effect paint. It went out of production a while ago, but I am glad to say that this new version has now been launched. The first available colours are two tones of natural metal and one for burnished exhausts. Each needs to be sprayed on over a suitable undercoat and they retail for £3.50 a bottle.

RVHP

1/72nd

New resin kits of the Hansa Brandenburg B.1 (#7267) and the Phoenix A flying boat (#7276) have just been released by this manufacturer and they retail for £15.00 each.

Kora

1/72nd

The Sarja version of the Fokker D.XXI with its retracting undercarriage has just been released as a resin kit by this firm. The kit (#7205) features a vac-formed canopy and etched detail parts and it costs £18.75.

Classic Planes

1/72nd

A limited-run injection moulded kit of the Gee Bee R-1 Racer (#7211) has just been produced by this manufacturer and it costs £8.99.



Revell-Monogram

1/72nd

The Albatross SA-16B is back once again from Revell-Monogram, although this time it (#0020) is in their 'Classic' series and retails for \$16.25.



1/48th

Released in America in late December was the B-25J Mitchell (#5512). This kit was last released in the 'Pro-Modeler' range and this time it is back at half the price. The kit features decals for a 498th BS ('Jaunty Jo') and 12th AF ('Finito Benito-Next Hirohito') machine and retails for just \$16.25 in the USA.

Also released is the Republic F-105D (#5840) at just \$13.50 and the Ju 87G-1 (#0207) in the 'Monogram Classic' series at \$12.25.

The Messerschmitt Bf 110G-2 that we mentioned last month (#4164) is now available in the USA and it is \$16.75. We have no idea if this kit will ever reach the UK or Europe though.



Classic Airframes

1/48th

After our little exclusive look at the new Fairey Battle kit from Classic in last month's edition, late December saw the release of the kit in America and Europe. The kit (#0428) is excellent and retails for \$44.95 in the USA and £29.95 in the UK.

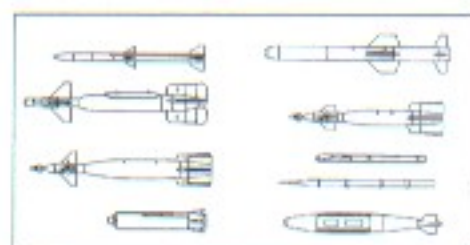
Combat Models

1/72nd

The next vac-form kit in this scale from Combat will be the C-133.

1/32nd

Hopefully the P-47N vac-formed kit will be available from Combat by the time you read this. This will be followed by an He 177 and a Skyraider.



1/32nd

Recently reissued with new decals is the A-4E/F Skyhawk (#08114/\$47.98), which now sports 'Top Gun' markings.

Reissued items for 2000 will include the P-51D (#08115/\$32.00) which will sport 'Glamorous Glenn III' markings and Bf 109E 'Major H. Wick' (#08116/\$32.00).



Revell®

1/72nd

The big surprise from Revell AG is the listing of a Heinkel He 177A-5 for September 2000. This kit is apparently a new tooling and we will give you more details once they are available.

1/48th

Recently reissued in the UK in this range was the F-89 Scorpion (#4825), which is a real bargain at just £14.95.

Planet Models

1/72nd

New resin kits in this scale from Planet include the SPAD XI with French and Belgium decals (#061) and the A-7

autogyro with Soviet markings (#062). The only prices we currently have are those in the USA, which are \$24.98 and \$19.98 respectively.

1/48th

Noted in America were listings of four new resin kits in this scale from Planet, they consisted of the Arado Ar 396 (#057), Arado Ar 95A/W (#058), Junkers Ju 388K/L (#059) and the Nakajima Ki-4 (#060). They are listed at \$54.98, \$89.98, \$149.98 and \$72.98 respectively.

Pegasus

1/72nd

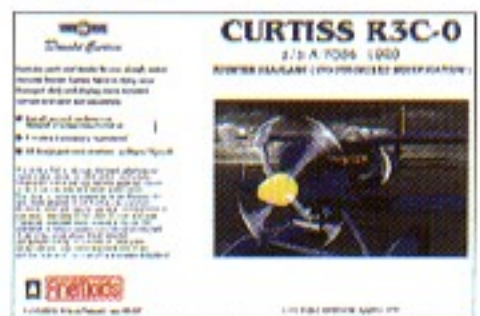
The most recent limited-run kit produced by Pegasus is the Airco DH.2 (#2020) and it costs £11.99.



Fine Moulds

1/72nd

The Curtiss R3C-0 we mentioned last month is now out in Japan. The kit is based on the example in the book 'Porco Rosso' (The Crimson Pig) and is therefore modified with machine guns to depict the version from that title. Overall it (#02) looks very good and the Japanese price is just ¥1600. UK examples can be ordered via Hannants.



InTech

1/72nd

Following on from their recent PZL Mi-2 kits (see Preview), Intech will produce the PZL W-3 Sokol and PZL W-3R Anakonda. They also intend to release an accessory set for their PZL Mi-2 kit which will include a resin and etched brass interior as well as the Hekla smoke generators and decals.

AeroVac

1/72nd

The most recent vac-formed kits from this company include the Morane Saulnier MS.760 Paris (#72760), Breguet Br.521 Bizerte flying boat (#7203), Farman F221 (#7204) and Farman F222 in either F222-1 (#7205) or F222-2 (#7206) configuration.



J. Rutman

1/32nd

The latest resin accessories from this manufacturer include a new engine and propeller suitable for an F4U-4 (\$9.95), a corrected propeller and hub for the P-47 (\$4.95), a Bf 109 recte conversion pack (\$18.00), Bf 109 recte camera set (\$8.95) and Bf 109 underwing 20mm cannon gondolas (\$9.95).

Future products will include detail sets for the Do 335B (Combat) and Ju 87G Stuka (Revell). A mixed-media kit of the Messerschmitt Bf 109G-10 will also be produced and we will keep you updated on the release of all of these items.

Broplan

1/72nd

Following on from their Potez XXV A2 (see Preview) the next vac-formed kit from Broplan will be the Piaggio P.136L.

Detail & Scale

New book releases in the D&S series from Squadron-Signal will include the B-24 (Vol.64) and the F4F Wildcat (Vol.65). The former will be released in March and the latter in May.

Squadron-Signal

The only new 'In Action' title so far listed will be on the Fiat CR.32/42, and it should be out in March. Due for reissue though are the titles on the B-25, OS2U Kingfisher and both parts of the Mosquito set.

A 'Walk Around' on the F-86 Sabre is listed for release in January, so should be available by the time this is read.



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AGA 1/72

AG 106 - Armstrong Whitworth Whitley - Euro 12,39
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AG 133 - Sepecat Jaguar - Euro 6,97

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C 008 - Breda BA 201 - Euro 34,09
C 009 - Aleria Macchi AMX "GHBLF" - Euro 34,09
C 011 - Paggio P 166-DL3 - Euro 34,09

RPM

RP 104 - PWS Sipaak - 1/72 - Euro 5,16
RP 107 - MIG-3 - 1/72 - Euro 5,16
RP 108 - Hawker Typhoon - 1/72 - Euro 5,16
RP 109 - Messerschmitt Bf 109 T2 - 1/72 - Euro 5,16
RP 111 - Breda Ba-4 - 1/72 - Euro 5,16
RP 112 - Messerschmitt Bf 109E 1 - 1/72 - Euro 5,16

Freemans 1/48 plastic kits

FRO 189/SC - Aermacchi MB 339 PAN - Euro 25,86
FRO 289/SC - Aermacchi MB 339 A with wing armament, decals for Italian, Argentinian, Dubai, Peru, Air Force - Euro 28,41 NEW! NEW!

Chematic 1/72

CH 003 - Hawker Sea Hawk - Euro 5,16
CH 004 - Supermarine Spitfire Mk. IV - Euro 5,16
CH 005 - De Havilland Sea Vixen - Euro 11,62
CH 007 - Spitfire Mk. XIV - Euro 5,16
CH 008 - Fairey Gannet AS-1 - Euro 5,16
CH 016 - Blackburn Skua - Euro 5,16

Tauro Model Decals NEW NEW NEW!!!!

COLOURED INSTRUCTIONS

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TM48/505 - reprint AMI serials and code - Euro 6,20
TM48/515 - reprint Roundels AMI/CC, EI - Euro 6,20
TM48/567 - Tomado IDS low visib. AMI - Euro 6,20
TM32/503 - reprint Roundels AMI - Euro 6,20
TM32/504 - reprint AMI serials and code - Euro 6,20
TM32/528 - Tomado low vis. AMI stencil - Euro 6,20
TM32/532 - Tomado low vis. AMI insign. - Euro 7,75

Tauro Model Kits

SUPER OFFER

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Tauro Model catalogue - Euro 4,65 (6,71 by air)

Toko 1/72

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RU 092 - Sopwith 1 1/2 Strutter trainer - Euro 12,65
RU 093 - Sopwith 1 1/2 Strutter Bomber - Euro 12,65
RU 094 - Sopwith 1 1/2 Strutter Fighter - Euro 12,65

Noix Model (Resin kits) 1/48

N48-21 - Ouriss CR2 resin w/decals - Euro 77,47
N48-22 - Ouriss R3C1 resin w/decals - Euro 77,47

GAE publications (It/Eng. text)

GAE 012 - IMAM RD 43-44 - Euro 12,91
GAE 013 - Aermacchi MB 326 - Euro 12,91 NEW!
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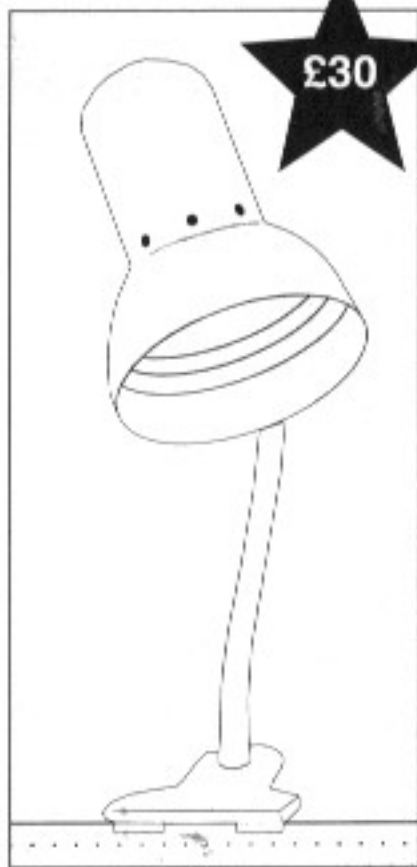
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Republic F-84G Thunderjet

Manufacturer: Revell-Monogram
Scale: 1/48th **Price:** £16.95
Kit No: 85-5951
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic & Etched Brass
Parts: Plastic 96, Clear 16, Etched 24
Options: Flaps up or down, HVARs, Nuclear bomb or 'iron' bombs
Decal Options: 2 (58th FBW & 31st FEW)
Manufacturer: Revell-Monogram Inc.
UK Distributor: Revell® Binney & Smith (Europe) Ltd.



Bell AH-1Z Viper

Manufacturer: Italeri
Scale: 1/48th **Price:** £9.99
Kit No: 858
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic
Parts: Plastic 152, Clear 6
Decal Options: 1
Manufacturer: Italeri spa
UK Distributor: Richard Kohnstam Ltd.



F-22 Raptor™

Manufacturer: Italeri
Scale: 1/48th **Price:** £11.99
Kit No: 850
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic
Parts: Plastic 135, Clear 2
Decal Options: 2
Manufacturer: Italeri spa
UK Distributor: Richard Kohnstam Ltd.



Agusta A-129 Mangusta

Manufacturer: Italeri
Scale: 1/72nd **Price:** £3.50
Kit No: 006 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Plastic Colour: Olive Drab
Type: Injection Moulded Plastic
Parts: Plastic 80, Clear 11
Decal Options: 2
Manufacturer: Italeri spa
UK Distributor: Richard Kohnstam Ltd.



Albatros D.Va

Manufacturer: Eduard
Scale: 1/72nd **Price:** £3.99
Kit No: 7019
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Beige
Type: Injection Moulded Plastic
Parts: Plastic 32
Decal Options: 2 (Jasta 61 & 62)
Manufacturer: Eduard M.A.
Obtain in UK via: LSA Models & Hannants



Sacks AS 6

Manufacturer: Special Hobby
Scale: 1/48th **Price:** £12.50
Kit No: SH 48005
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Grey
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 14, Resin 11, Clear 1
Decal Options: 1
Manufacturer: Special Hobby
Obtain in UK via: Hannants



Arado Ar 96

Manufacturer: Special Hobby
Scale: 1/48th **Price:** £12.50
Kit No: SH 48006
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Grey
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 30, Resin 19, Clear 1
Decal Options: 3 (Luftwaffe, Hungarian & Czechoslovak)
Manufacturer: Special Hobby
Obtain in UK via: Hannants



Supermarine Spitfire Mk IXc/e

Manufacturer: MPM
Scale: 1/48th **Price:** £13.90
Origin: Occidental (Portugal)
Kit No: 48040 **Panel Lines:** Recessed ✓
Status: Updated Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic & Resin
Parts: Plastic 60, Clear 5, Resin 22
Decal Options: 5 (4xRAF & 1xIAF)
Manufacturer: MPM
Obtain in UK via: Hannants



Douglas C-118 'The Independence'

Manufacturer: Minicraft
Scale: 1/144th **Price:** £8.99
Kit No: 14447
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic
Parts: Plastic 66, Clear 1
Decal Options: 1
Manufacturer: Minicraft Models Inc
UK Distributor: Toyway



USAF C-32A

Manufacturer: Minicraft
Scale: 1/144th **Price:** £8.99
Kit No: 14451
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic
Parts: Plastic 48, Clear 1
Decal Options: 1
Manufacturer: Minicraft Models Inc
UK Distributor: Toyway



Albatros D.III

Manufacturer: Eduard
Scale: 1/48th **Price:** £8.95
Kit No: 8044
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Dark Grey
Type: Injection Moulded Plastic
Parts: Plastic 55
Also Includes: 'Express Mask' for tail markings
Decal Options: 2 (Jasta 16b & 30)
Manufacturer: Eduard M.A.
Obtain in UK via: LSA Models & Hannants



Yak-9DD

Manufacturer: ICM
Scale: 1/48th **Price:** £13.90
Kit No: 48013
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Plastic Colour: Dark Green
Type: Injection Moulded Plastic
Parts: Plastic 61, Clear 2
Decal Options: 3
Manufacturer: ICM
UK Distributor: Pocketbond Ltd



Henschel Hs 129B-2

Manufacturer: Hasegawa
Scale: 1/48th
Price: £15.99 **Kit No:** J771
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic
Parts: Plastic 110, Clear 4
Also Includes: Four Poly Caps
Decal Options: 2
Manufacturer: Hasegawa Seisakusho Co., Ltd.
UK Distributor: Amerang Ltd.



Airbus A321

Manufacturer: Revell®
Scale: 1/144th **Price:** £9.95
Kit No: 04236
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: White
Type: Injection Moulded Plastic
Parts: Plastic 47, Clear 1
Decal Options: 2 (Lufthansa)
Manufacturer: Revell AG
UK Distributor: Revell® Binney & Smith (Europe) Ltd.



Republic F-84G Thunderjet

Manufacturer: Revell
Scale: 1/48th **Price:** £14.95
Kit No: 04534
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic & Etched Brass
Parts: Plastic 96, Clear 16, Etched 24
Options: Flaps up or down, HVARs, Nuclear bomb or 'iron' bombs
Decal Options: 2 ('Skyblazers' & RNethAF)
Manufacturer: Revell AG
UK Distributor: Revell® Binney & Smith (Europe) Ltd.



Messerschmitt Bf 109G-6

Manufacturer: Academy
Scale: 1/72nd **Price:** £4.99
Kit No: 1670 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic
Parts: Plastic 54, Clear 3
Decal Options: 3
Manufacturer: Academy Plastic Model Co., Ltd.
UK Distributor: Toyway.



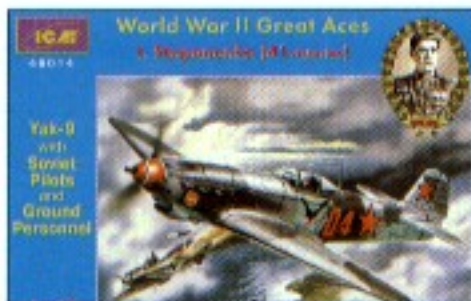
Focke Wulf Ta 154A-0

Manufacturer: Revell-Monogram
Scale: 1/48th **Price:** £26.95
Kit No: 85-5959
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic Parts: Plastic 133, Clear 4
Decal Options: 1
Manufacturer: Revell-Monogram Inc.
UK Distributor: Revell® Binney & Smith (Europe) Ltd.



PZL Mi-2T

Manufacturer: InTech
Scale: 1/72nd **Price:** £TBA
Kit No: T43
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: White
Type: Injection Moulded Plastic
Parts: Plastic 66, Clear 13
Decal Options: 2
Manufacturer: B&K InTech2
Obtain in UK via: Pol Models & The Turntable



Yak-9 'I. Stepanenko'

Manufacturer: ICM
Scale: 1/48th **Price:** £TBA
Kit No: 48014 **Panel Lines:** Recessed ✓
Status: Combined Tooling ✓
Note: This is a combination of the Yak-9 kit with the Soviet Pilots & Ground Personnel set
Plastic Colour: Dark Green & Grey
Type: Injection Moulded Plastic
Parts: Plastic 106, Clear 2
Decal Options: 1
Manufacturer: ICM
UK Distributor: Pocketbond Ltd



Handley Page Dart Herald

Manufacturer: Maquette
Scale: 1/72nd **Price:** £15.95
Origin: Frog (UK) **Kit No:** MQ-7221
Panel Lines: Recessed ✓
Status: Reissue ✓ **Plastic Colour:** White
Type: Injection Moulded Plastic
Parts: Plastic 54, Clear 21
Decal Options: 2 (BIA & Channel Express)
Manufacturer: Maquette
UK Distributor: Pocketbond Ltd



Potez XXV A2 (Hispano Suiza 12Lb)

Manufacturer: Broplan
Scale: 1/72nd **Price:** £10.00 (+30% P&P)
Kit No: MS-72
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run & Vac-formed Plastic
Parts: Plastic 64 (inj), 14 (vac)
Decal Options: N/A
Manufacturer: Broplan
Obtain in UK via: Aeroclub & Andy Pack Models



PZL Mi-2 URN

Manufacturer: InTech
Scale: 1/72nd **Price:** £TBA
Kit No: T54
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: White
Type: Injection Moulded Plastic
Parts: Plastic 94, Clear 13
Decal Options: 2
Manufacturer: B&K InTech2
Obtain in UK via: Pol Models & The Turntable



Polikarpov UTI-4

Manufacturer: A-Model
Scale: 1/72nd **Price:** £7.50
Kit No: 7231 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Plastic Colour: White
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 64, Clear 2
Decal Options: 5 (4xRussian & 1xFinnish)
Manufacturer: A-Model
UK Importer: Pocketbond Ltd.



Yak-7 'A. Vorozhekin'

Manufacturer: ICM
Scale: 1/48th **Price:** £TBA
Kit No: 48035 **Panel Lines:** Recessed ✓
Status: Combined Tooling ✓
Note: This is a combination of the Yak-7 kit with the Soviet Pilots & Ground Personnel set
Plastic Colour: Dark Green & Grey
Type: Injection Moulded Plastic
Parts: Plastic 122, Clear 5
Decal Options: 1
Manufacturer: ICM
UK Distributor: Pocketbond Ltd

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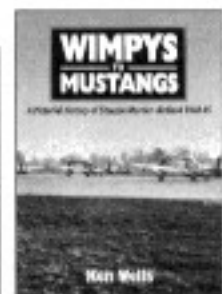
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Stinson L-5 Sentinel

Technical Data

Manufacturer: Sword
Scale: 1/72nd
Price: £7.80
Kit No.: 72004
Panel Lines: Recessed v
Status: New Tooling v
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 39 (Grey), Clear 4
Decal Options: 2
Manufacturer: Sword (Milan Lucky Models)
Obtain in UK via: Hannants



The Kit

This is a limited run plastic moulded kit and as such needs some cleaning up of the parts to begin with, although not much more than some of the larger commercial manufacturers. The main problem is the removal of parts from the sprue. The transparencies are not particularly clear and very brittle, two out of the four got broken! Two options are given, these resulting in four fuselage halves and four canopy halves.

Instructions

A single fan fold sheet, smaller than A5, of

six sides contains the history, assembly diagrams and two colour schemes. Initially, I didn't notice the two construction options as these are just labelled A or B with no explanation.

Construction

The cockpit area is tiny and very tricky to build, as the internal tubular support frame for the wings has to be made from three plastic components. The upper two of these are only fixed at one end, requiring support for the free ends, until solid. The two variants require the use of different fuselage halves, with correspondingly different canopies. Parts for a L-5 based in Normandy or an OY-1 from Iwo Jima are provided. The two versions also use different undercarriage legs, so you're left with half a second aircraft for that scratchbuilding project! Apart from the size, or lack of it, the assembly went easily and I left the canopy and wings off until painted. The canopy was a problem, partly because of broken parts, but also the plastic is not very clear and didn't take glue well. The two halves are split down the centreline, but luckily this follows a frame line and was lost under paint. The wings are then fixed to the top edges of the canopy, and this took several attempts with suitable height props before they were finally solid.

Accuracy

The model is tiny, 99mm long by 143mm, which scaled out at 23ft 5in by 33ft 9in. Both dimensions are slightly underscale, but not seriously out, the original being quoted in Putnam as 24ft 1in by 34ft

Colour Options

Two colour options are provided, both in Olive Green and Grey, an L-5 from Normandy complete with invasion markings and the OY-1 from Iwo Jima. The second has nose art for Lady Satan and is depicted on the box front, piloted by a pair of Fidel Castros!

Decals

Decals by Propagteam are provided for the two schemes with the nose art being the

only major difference provided. The invasion stripes have to be hand painted for the Normandy variant. The decals are up to Propagteam's usual high standard being well coloured and aligned. They adhere well and there was no underlying colour showing. As usual care is required because they are thin.

Decal Rating = 10/10.

Conclusion

With the exception of the canopy, this was a simple kit to build and produced a dinky little aircraft. Recommended for all but the absolute beginner.

My thanks to Hannants for the review sample.

P.G. Gilson



Heinkel He 280 V3

Technical Data

Manufacturer: Eduard
Scale: 1/48th
Price: £10.75
Kit No.: 8038
Panel Lines: Recessed v
Status: New Tooling v
Type: Injection Moulded Plastic
Parts: Plastic 63 (Grey), Clear 4
Also Includes: Die-cut Canopy & Wheel Hub Masks and Metal Nose Weight
Decal Options: 1
Manufacturer: Eduard M.A.
Obtain in UK via: Hannants & LSA Models.

The Kit

The main parts of the kit are well moulded and feature fine recessed panel lines. There is no flash or unpleasant mould pin marks to deal with.

Two injection moulded canopies are provided (one open and one closed), and these are clear and thin. A landing light is also provided as a transparent moulding. A nice touch here is the inclusion of a set of pre-cut masks for the transparencies. The modeller will still need to fill the larger areas of the transparency with tape or masking fluid, but the edges are handled perfectly. Masks are also provided for the wheel hubs.

Another nice touch is a large shaped metal weight designed to fit into the front of the fuselage to keep the nose down. No lead shot and fishing weights will be required here.

The Instructions

The instructions are presented on six sides of a folded sheet. The first gives a short history of the aircraft. This is followed by a parts breakdown diagram and paint references with numbers for Tamiya, Humbrol, Revell, Testors and Aeromaster paints. There are three sheets of construction diagrams with the usual symbols used in multilingual instructions. These are followed by a painting and markings diagram. A separate sheet is included showing how the masks are to be applied to the transparencies and wheels.

Construction

Construction starts as usual with the fuselage interior. The kit parts are well detailed but I thought that a few additions were necessary especially given that the cockpit glazing is quite extensive and the interior is very visible. Much of what was added was guesswork on my part as I have no detailed photos or drawings of this area. I added seat belts made from masking tape soaked in thin superglue when in position. These were detailed with some buckles from Reheat. I also included some etched brass pedals. The aircraft was provided with an ejector seat so I added some brass tube to represent rocket tubes or pistons or whatever it is that makes ejector seats eject (Compressed air in the case of the Heinkel seat I think - Ed). The front of the cockpit

coaming does not cover the instrument panel - I am not sure if this is correct or not but it looks a little odd. It does mean that the rear of the panel is visible so I added disks of card cut with a punch and die set and painted a copper/brass colour to represent the rear of the instruments.

The fuselage halves join fairly easily but care must be taken with the positioning of the metal nose weight to ensure that the two halves close up tightly. The cockpit canopy fits very well - no problems here.

The insides of the nose and wing wheel

provided as a separate part the doors are represented as recessed lines in the fuselage/wing mouldings. The resulting recess is boxed in but I think that the sides of this box facing the fuselage should be removed to leave a continuous opening. I thought that the surgery needed to achieve this might be messy, so discretion got the better part of valour here and I left it alone.

The assembly of the wings poses no problem. The location points for the engines have to be cut out before the two halves are assembled. I had to apply some filler around



wells are very plain and therefore some detailing was added - again purely conjectural on my part. The undercarriage doors are just butt jointed onto the fuselage so some hinge detail should be added. Most photos show that the main wing doors were kept closed when the aircraft was on the ground, presumably being open only when the undercarriage was actually being raised or lowered. Apart from one small door

the lower wing to fuselage joint. The modeller is advised to leave the engines off until this has been done to make the job easier. The undercarriage doors need to be rescribed once this has been completed. Some filling is also required where the tailplane joins the fuselage to eliminate the step that is apparent at the front.

The engines go together easily though I replaced the two-part ducting with brass

tube to avoid having to clean up an internal joint line. Some filling was required around the engine to wing joints.

The nose wheel goes together with no problems. There are three parts to each of the main wheel legs. The location of these is vague and one of the elements I have to assume was supposed to be a retraction arm for the undercarriage doors rather than being attached to the main legs as shown in the instructions.

Accuracy

The kit measures 25cm in span and 21.8cm in length. This measures out at 12m in span and 10.46m in length. The figures quoted in William Green's 'Aircraft Of The Third Reich' are 12m in span and 10.2m in length making the kit about 0.5 cm too long. It looks perfectly OK to me though.

Colour Options

The Heinkel 280 existed only as a series of prototypes with few aircraft actually being built. The model is representative of the V3 configuration. Only this particular aircraft can be built from the kit and so only one colour option is available. This is quoted as being in overall RLM 02 Grau and I have no reason to dispute this.

The model was primed with Halfords

Grey Primer. Preshading was added to the panel lines and recesses and I chose to use dark brown rather than black for this to give a little extra colour to the finished model. I used Xtracolor paint for the main coat. The whole airframe was given a coat of matt varnish after the application of the decals to provide a uniform finish. An oil wash was applied to the panel lines but this was kept very restrained.

The photos that I have of the prototypes show a fairly clean finish, so I left the model devoid of any weathering. The V3 prototype did suffer at least one crash so the more adventurous may feel like applying a slightly different colour (or even bare metal) to represent replacement panels to give a more varied finish.

Humbrol buffable Gunmetal metallic paint was used for the jet exhausts.

Decals

The decals are well printed and are in perfect register. I must admit to having problems with the decals in Eduard's later kits and this one did not break the trend. The carrier film is extremely thin but the adhesive used has a tenacity that can only be described as terrifying. The first image that I cut from its sheet folded over on itself on contact with water and no amount of

pushing and prodding was going to untangle it. The upper wing crosses therefore had to be replaced with items from the spares box.

I was inclined to abandon the decals and seek out alternatives. Unfortunately the style of lettering used on the fuselage and underwing codes is quite distinctive and I was not able to find any replacement letters that looked right in my spares box. I had no choice but to return to the sheet supplied with the kit and persevere.

A word of warning - the usual practice of pushing the image onto the surface of the model and then moving it around will not apply here. Once the decals make contact with the surface they are stuck almost immediately, irrevocably and permanently (Try the 'spit on your decal' method we mentioned a while ago, it does work! - Ed). They have to be applied in the right place on the first go. Any attempt to move them will result in them breaking or folding over never to be straightened out again.

On the plus side however they are so thin that they settle into the panel lines very well indeed. No setting solutions were needed and I would not recommend their use here. To ease application I can only suggest that the larger images such as the fuselage crosses and codes are cut up into

smaller more manageable pieces before they touch the model.

Decal Rating = 5/10.

This may seem a bit harsh given the way that they settle down so well into panel lines but if you spoil one of the letters (and there are twelve of them) you will have a major problem getting anything that will look the same.

Conclusions

I think that this is a very attractive aircraft (maybe a personal view). It has far more graceful lines than the Messerschmitt Me 262 that eventually found its way into service. Even though there is no scope for elaborate camouflage schemes or colourful squadron markings you will end up with a very pleasing model.

There were a few areas where filler had to be applied but there was nothing above and beyond the usual cleanup to deal with. Up until the point when the decals are applied the kit is easy to build. It will suit all levels of ability apart from perhaps the complete novice. In my opinion however the decals are for the experienced, the patient and the lucky only.

My thanks to Eduard for the opportunity to build and review this kit.

Dai Williams

NASA-USAF X-24C

Technical Data

Manufacturer: Sharkit
Scale: 1/72nd
Price: £30.00
Kit No.: 72014
Panel Lines: None
Status: New Tooling ✓
Type: Resin and White Metal
Parts: 22 Resin, 3 White Metal
Decal Options: N/A
Manufacturer: Sharkit
Obtain in UK via: Hannants



The Kit

The X-24C was the final stage in the X-24 series and was a completely new airframe unlike its predecessors. Never completed or flown, it was cancelled along with many other advanced projects despite being the cheaper replacement for the discontinued X-15 program.

Contained in the usual robust card box, with a simple but colourful illustration on the top, the parts are supplied in a plastic bag. The resin components are simple with no surface detail but well moulded with little flash. No clear parts are supplied as the tiny ports in the canopy are easy to fill with Clearfix and no decals are supplied either. The metal undercarriage legs were incomplete, only the nose leg being included, and the three wheels supplied in resin were all the same size. Lacking reference material I decided to raid the spares box for these.

Instructions

The information supplied consists of a series of exploded views and three-view illustrations and were found to be clear and accurate. A potted history with tiny sketches of the alternative loads to be carried in the centre section was printed on the rear.

Construction.

The rear body is supplied in two halves with the forward portion un-split but made up of a nose, cockpit, bulkhead and centre section. These were cleaned up and fitted together with superglue with any misalignment kept to a minimum. The assembly, despite my best attempts, had 3mm steps between most parts and required two days of filling and sanding to rectify. The angular profile of the design helped by allowing me to use a glass sheet with 400 grit stuck down to maintain the flatness of each face but even so, much material had to be removed, and this changed the fit of later parts.

The cockpit detail is a beautifully moulded component that slots into the body from below and this enables it to be painted and kept apart until major surgery is complete. All credit is due to Sharkit for the detail in these parts as I have seen a great improvement since the earlier releases. The instrument panel and coaming is moulded as a part which slots between the sidewalls from above and this fitted well after some awkward juggling. The rear hinged 'canopy' was painted and left to one side until other construction was complete as I was forced to display it open because my vigorous sanding had changed the body profile too much to

create a good fit and anyway, why cover up that lovely cockpit detail.

The five control surfaces (not wings, as this is a lifting body) were butt joined to the rear of the body, using the three-views as a guide, and filler was applied in small quantities to the join. The supplied control flap was fitted to the rear of the sloped underbody and the rocket nozzle affixed above with a deep drilling to represent the combustion chamber. The nose wheel assembly and spares box main-wheels were pre-painted and then fitted along with their respective, nicely detailed, doors. Wheel wells themselves were a bit shallow and undetailed.



Accuracy

As I have no reference material on this aircraft I had to rely on the supplied instructions and despite my excessive sanding, the finished product scales well to the plans.

Painting/Decals

The box art shows an overall black scheme and I followed this despite the fact that it exposed any flaws in my finishing. The decal spares box was raided for a few suitable markings and a coat of matt was

applied to simulate the high temperature coating which would have been applied.

Conclusion

As I said above, apart from the area I oversanded, the accuracy of the kit is good with respect to the supplied drawings which will have to do as I have no information myself. If any readers are better informed I would be grateful for their opinions.

The finished product is a substantial model with a great deal of presence, it always stimulates conversation at shows and club meetings and impresses small children too! If the build had been easier, with the fit of parts improved, then I would recommend

it to the resin beginner. As it is I can only recommend it to the builder with a few resin kits under their belt and shares in 3M.

As an extra incentive to those considering purchase, a drawing is supplied showing the way that the craft would have been slung under the X-15 pylon on a B52; now that is a conversion I would like to see.

My thanks to Sharkit for the review sample.

Linzi Mumford

De Havilland Hornet F.1

Technical Data

Manufacturer: Magna Models
Scale: 1/72nd
Price: £22.95 + P&P
Kit No.: 6172
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Clear
Parts: 17 Resin, 19 Metal, Clear 3
Decal Options: 1 (No. 19 Squadron)
Manufacturer: Magna Models.



The Kit

This kit is presented in a small cardboard box with all of the parts bagged to prevent damage. The main fuselage and wing parts are cast in finely detailed resin with lightly engraved panel lines. The rest of the parts are cast in a soft-ish white metal. Two vac-formed canopies and a colourful decal sheet complete the package.

Instructions

The instruction sheets comprise five sides of A4 giving a brief type history, references, basic resin modelling advice, assembly instructions and construction diagrams and a scale plan and colour details for nine aircraft. Basic colour references are given throughout, without reference to BS or FS numbers, but this should not prove to be too much of a problem as most of these colours should be easy to find in the Humbrol or Aeromaster paint ranges.

Construction

Construction starts with preparing the resin parts, cutting away the pouring lugs and filing the few small pinholes present in some of the parts. Cleaning up the white metal castings was quite difficult as the metal parts in my kit were quite soft and it was easy to bend them. These jobs over, the assembly could start. Work commences with the well detailed cockpit area which consists of a resin insert for the seat and the side panels, and a metal instrument panel and control stick. The seat is worthy of note here as it has an excellent harness cast in to it that only needs a careful paint job to bring out its fine detail, so much easier than having to add brass or paper belts.

A quick spray of black and a bit of careful brushing brings out all of the cockpit detail and I fully agree with Paul Gibson here, you just have to have the cockpit canopy open to display this area of the model.

With careful cutting and sanding all of the rest of the main parts go together with the minimum of fuss, but obviously the amount of filler needed depends upon how accurately the builder prepares the parts. I used very little filler in mine; am I getting better with these kits or was I just lucky? Leaving the main assembly to set overnight I was horrified to find the next morning that one of the wings had badly warped and curled up but a quick phone call to Magna and a brief explanation of what had happened resulted in only a few days delay until a new wing arrived. The bent wing was cut away and the new one fitted. When the main construction was complete I plugged the cockpit with damp tissue and sprayed the whole assembly in Halfords grey primer to show up any flaws, in preparation for the final coat of Halfords Nissan silver followed by a coat of Johnson's Klear.

While this was drying I made up the multi-part resin and metal twin-propeller assemblies using the full sized template provided and noting that the propellers rotate in opposite directions. I left off adding these and the undercarriage assemblies until painting and decaling was complete for ease of handling. I also decided not to fit the twin underwing tanks as I think they spoil the elegant lines of this pretty aircraft. I also replaced the cast metal pitot probe with wire as the cast metal part provided seemed a bit large and clumsy to me.

Accuracy

The finished model accurately captured the look and poise of a

Hornet very well. Comparing the dimensions of the model to those of the real thing in The British Fighter (Putnam) the model is 3.5mm under in wingspan and about 1mm short in length which makes it quite accurate in my eyes.

Colour Options

Details of nine different aircraft are given on the instruction sheet in various combinations of silver, grey and PRU blue. The colour option provided for in the kit is silver overall.

Decals

One decal option is provided for a very colourful silver and red aircraft of No. 65 Sqn, RAF. These are the first Magna decals I have used and I found them to be excellent, well printed and very thin. They were a joy to use adhering very well to the glossy surface of the Johnson's Klear, a further coat of Klear sealing them in with no silvering at all. No specialist decal setting solutions were required. If I were to be picky, a faint darker blue ring was present on the roundels where the white portion of the disc goes part way under the outer blue ring but this only shows under a bright light, and these could be easily replaced.

Decal Rating = 9/10.

Conclusion

With time and patience this quality kit builds into a great replica of a beautiful aircraft. Its simple but eye-catching colour scheme can be easily applied using readily available spray cans which adds greatly to its appeal (no messing with air brushes). This kit would make an excellent first resin project for the modeller wanting to extend his/her skills. Very highly recommended indeed.

My thanks to Magna Models for the review sample and their help in supplying the replacement part quickly.

Michael Cook



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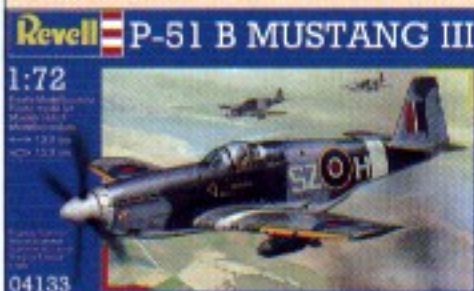
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North American P-51B Mustang III

Technical Data

Manufacturer: Revell®
Scale: 1/72nd
Price: £2.95
Kit No.: 04133
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: 47 Plastic (Dark Green), 2 Clear
Decal Options: 2 (No. 316 & 234 Squadrons)
Distributor: Revell® Binney & Smith (Europe) Ltd



The Kit

Opening the box revealed the kit to be cleanly moulded in a dark green plastic, with lightly recessed panel lines and minimal flash, although the transparencies were floating around loose. All the parts split cleanly from the sprue, except the canopy, more of which later!

Instructions

Twelve sides of A5 instructions are provided, of which four are the multi-lingual section, one history, four constructional diagrams and two

colour schemes. The options when constructing are clearly marked and the parts layout highlights the few unused parts on the sprues.

Construction

As always the construction starts with the cockpit, which contains reasonable sidewall detail and instrument panel. These come up well with some dry brushed highlights and it's good to see manufacturers putting in more detail, even if there isn't a pilot figure! The rest of the kit was very easy to build and didn't require much cleaning up or any filler. The undercarriage doors do need to be cut for lowered undercarriage, which in the absence of a pilot seemed the only option. Here the instructions show the inner doors lowered. However, all the photographs I checked showed that these were actually raised when the aircraft was on the ground. The lower wing is a single piece so no problems with the dihedral angles. The rear radiator panel can be put in the open or closed position. Optional wing tanks or bombs are supplied, the holes needing to be opened up in the lower wing earlier in the construction, but this is clearly shown. After painting, decals and varnish, the canopy was fitted. This proved to be a big disappointment as the Malcolm Hood is too highly domed and the whole transparency is so thick that it distorts the view of the cockpit. I did toy with the idea of cutting it to represent an open canopy but the plastic is too thick for

it to sit correctly. I'm on the look out now for a good vac-formed replacement.

Accuracy

Overall the kit measured 137mm long with a span of 156mm - equivalent to 32ft by 37ft - which is within less than an inch of the dimensions quoted in Putnam's RAF Aircraft. And apart from the awful canopy it looks the part.

Colour Options

Two colour schemes are provided, both the Dark Green and Ocean Grey camouflage of the 1944 period. Decals for No.234 or No.316 Squadrons are provided. The colours use Revell paint numbers. However, I used a combination of Halfords primer and mixed Tamiya acrylics, followed by a light varnish.

Decals

The decals provided were excellent, as they adhered well and after varnishing there was no carrier film visible. Also the white and sky bands provided fitted well around the fuselage and wing contours with just a minimal trim required to complete them. It's good to see decals provided for the propeller blade faces.

Decal Rating = 10/10.

Conclusion

This was a super little kit to build and at £2.95 is good value. It builds well which is essential for pocket money priced kits that may well be bought by beginners. It's a shame the canopy lets the kit down but I still give it a highly recommended.

My thanks to Revell, Binney & Smith (Europe) Ltd for the review sample.

P. G. Gilson



Fairey Albacore

Technical Data

Manufacturer: Magna Models
Scale: 1/72nd
Price: £23.95 +P&P
Kit No.: 6472
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Clear
Parts: 15 Resin, 19 Metal, Clear 2
Also Includes: Clear Plastic Stock & Length of Brass Rod
Decal Options: 2
Manufacturer: Magna Models



The Kit

Within Magna's standard, low-key box are some fine resin castings, white metal details, decals and vac-form transparencies. The castings are finely detailed in a mixture of cream and near white resin, with only a few bubbles evident and all panel lines recessed.

Instructions

Magna supply seven sides of A4, the first two containing references, history, construction notes, and diagrams. There is then a page of plans and four pages of diagrams detailing eighteen different aircraft in a selection of different colour schemes and Fleet Air Arm squadrons.

Construction

The fuselage halves contain the cockpit sidewall detail and there is a resin fuel tank that fills the central section, although the rear cockpit is empty. This produces a reasonable cockpit although there is scope for more detailing. I attached the main components to the fuselage with brass rod dowels for alignment and strength. Early on it was obvious a bit of thought is required in the order of assembly, to enable painting. This is because the upper wings are located with copper rod through the canopy vac-form. I therefore assembled the lower wings, undercarriage, tailplanes, rudder and engine before priming and painting. A small amount of filler was required for the wing and undercarriage joints. The upper wings were primed and painted separately, before all the decals were applied and the components varnished. I then added the canopy to the main fuselage and hand painted the frames. Only then were the upper wings and various small detail components added, including the inboard inter-plane struts which should have a small stay to fix them to the fuselage sides; this was made from plastic rod and drilled into position. At this point I also found the frame for the torpedo site should be a 'V' shape rather than the single upright suggested. I made this from fine steel wire. Then the inter wing rigging was glued in place; this was all made from fine steel wire (actually an old 9 thou guitar string), as was the aerial. The final component was the

propeller - already painted. No armament is given so, for a laden Albacore, a visit to the spares box is required.

Accuracy

The final model measures 160mm long with a span of 205mm, equivalent to 37ft 9 1/2in by 48ft 5in. This shows the model to be slightly undersized in both dimensions when compared with the dimensions of 39ft 9 1/2in by 50ft quoted in Putnam's British Naval Aircraft. However, the model proportions look correct because the slight under-scale is even in both directions.

Colour Options

The instruction sheet details eighteen example aircraft, with decals included for two. The two included are an aircraft from No. 827 squadron in 1942. This aircraft is in the temperate sea scheme with sky undersides and red code letters. The other aircraft is from No.820 squadron during the 1942 Operation Torch. This aircraft has black

undersides and US style stars on the fuselage sides. I have modified the decals included to produce the same aircraft in a slightly earlier guise, when it still carried British roundels on the fuselage sides.

Decals

The decals were very good, easy to apply with a good colour density and only slight silvering on the serial number decal. They are on the delicate side but not seriously so.

Decal Rating = 9/10.

Conclusion

Overall a very good kit that I would recommend to all interested in Fleet Air Arm aircraft. It is not a difficult resin kit and once the construction/painting sequence is worked out, a good model of the Albacore is the result.

My thanks to Magna Models for the review sample.

P. G. Gilson



Kawasaki Type 93 Ki-3

Technical Data

Manufacturer: Choroszy Modelbud
Scale: 1/72nd
Price: £7.95
Panel Lines: Recessed v
Status: New Tooling
Type: Resin
Parts: Resin 57
Also included: Clear Plastic Sheet
Decal Options: 1
Manufacturer: Choroszy Model-Bud



The Kit

The Ki-3 is the latest in the range of pre-war Japanese aircraft from Choroszy. Packaged in a very attractive box the first thing that struck me was how big this aircraft is!

As with all of the models produced by Choroszy the components are sealed in snap tight bags. The vast majority of the parts are very well produced, I say majority with reason. This was the first kit by Choroszy that I had received with some badly cast parts. The fuselage halves of my kit were not completely cast along the bottom edge! This may be due to it being a test shot however.

There is a small decal sheet and a double sided A4 instruction sheet also included.

Construction

As usual the first job is to wash all the components in luke warm, soapy water. The components are cleaned up and identified. I then set about the task of deciding how to compensate for the gap between the two halves! As this area would not be seen once the interior had been added I super glued a strip of 10 thou plastic card along the whole length of the lower fuselage of one half; this would bridge the gap for the filler later. The comprehensive interior was then assembled. As this was a Kawasaki pre-war type, and as no colour information had been supplied, I decided to paint the interior

in a colour that was known to have been used on other types, produced by this manufacturer, during the same time period. The colour I used was dark blue grey. With the interior built and painted to my satisfaction I joined the two halves together and filled the gap between them. Unfortunately some of the detail was lost and this needed to be replaced with plastic card.

When the fuselage was finally rubbed down the lower wings, fin and tailplanes were added. No problems here! Next I decided to attach the undercarriage assembly; this is very complex on this aircraft and I would advise taking your time. I had already decided that I was going to finish my model in the China (green and brown) scheme rather than the overall grey scheme. One advantage to this is the spats do not have to be added, although they can be left off on nearly all occasions. The rather hefty engine component was added and any small adjustments and amounts of filler were added before the next stage.

To me the next task is always the most difficult when building a biplane, making sure all the struts are in the right place and at the right angle. Now if some genius out there could invent an adjustable, multi-purpose, lightweight jig that could help get all the angles correct, I would purchase one! This job out of the way, the model was primed ready for painting.

Colour Options

Only one option is given in the kit and this is for an overall light grey machine. Having built other aircraft of this period in this colour I decided to look around and see what else I could come up with. I know it's not strictly correct when reviewing a kit to do this but I am still not satisfied that I have found the correct rendering of grey for this period. The scheme I chose to complete my model in was the Light Earth and Dark Green China scheme. The colours used were all from the AeroMaster Warbird Color range. The

model was then given a gloss coating and the decals applied.

Decals

The decals are to a high standard and not a single one gave me any problems. It's got to be pointed out though that the wing Hinomaru are supplied in a single size, fine for the upper wing but too large for the lower. You will need to find replacements.

Decal Rating = 8/10.

Finishing

The final stages of construction were now carried out. The rear gunner's position was assembled and painted. Now this area is a work of art! How do they produce such fine components in resin? The upper wing was added, followed by the rigging. Only one area was now left to be completed, the bomb load! Now I might have been unlucky with my bombs but there is no way you will get the full load on those racks correctly! You will need to either replace the bombs, which I will do later, or before you add the lower wings remove and replace the racks. Let's hope it was just my sample.

Accuracy

Checking the model against the dimensions in one of my Kokufan illustrated books, the model scales out to be almost spot on; what discrepancy there is, is not worth mentioning in this scale.

Conclusion

Another enjoyable kit of an era I am beginning to like. Not without its difficulties but these are easily dealt with if you have a little experience in resin kit building. I do think that this model will be for the die-hard enthusiasts alone however so you will not see many around.

If it's your cup of tea or within your field of interest then I would suggest that you get one, it's an interesting looking aircraft! Oh did I mention it's big!

Highly recommended.

My thanks to Choroszy Modelbud for the review sample.

Peter Fearis



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Arado Ar 96B

Technical Data

Manufacturer: Lumir Vesely
Scale: 1/48th
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, Metal, Etched Brass & Vac-formed Clear
Parts: Resin 28, Metal 3, Etched 21, Clear 1
Decal Options: 1
Manufacturer: Lumir Vesely



The Kit

The main components of the Arado trainer are moulded in a dark green resin which feels more like plastic. These are fairly tidy but do require cutting from their blocks and cleaning up around the edges. The panel detail is recessed and white metal is used for the undercarriage. Also included are two vac-formed canopies and a brass detail fret for the cockpit interior.

Instructions

The instructions are very basic, a single sided sheet with a brief historical outline,

pencil sketch, part plan and an exploded view of the parts.

Construction

Once the parts are cleaned up the construction is straightforward, but I needed to refer to photographs of the original to sort out some of the parts as they are options, i.e. two types of exhaust and racks for practice bombs. Although I never worked out what two of the resin parts and several brass parts were for! The cockpit has moulded sidewall detail and brass etch for the instrument panel and other fittings. The interior does need some cleaning up to fit these parts correctly, but it is well rewarded as the etched components are very fine and the framing below the canopy shows well. The seats are moulded and need the addition of some straps to complete them. After that the construction is fairly rapid as the wing and tailplanes are a single piece each. There is also a solid nose section, on which I could see no differences between this and the existing nose sections moulded onto the fuselage halves. The undercarriage legs need holes drilled in the wings to fit and then the doors need a slight correction to the shape. A moderate amount of filler in the joints was all that was required to complete the main construction.

Accuracy

The finished item measured 189mm long with a

span of 227mm, which scales up to 9.072m by 10.89m. Putnam's German Aircraft of WW2 quotes the actual dimensions as 9.13m by 11m, which is within 1%, so pretty good and it looks sweet sat on the desk.

Colour Options

Only one colour option is shown, which is overall RLM 02 Grau, with a dark green propeller. After a light coat of Halfords Grey (acrylic) Primer, I sprayed the model with AeroMaster RLM 02 acrylic. Finally the details were highlighted and the whole thing given some grunge. Other earlier photographs of the Arado 96 show an overall silver finish with the swastikas on red backgrounds.

Decals

Only one decal option is given, KF+CG, from

FFS A/B 71, Prostějov, 1942. The decals are very delicate and did break up when handled, but not enough to be a write off. They also show a silver carrier even after a light coat of matt varnish.

Decal Rating = 6/10.

Conclusion

This is a fairly straightforward resin kit, but needs some photographs to supplement the meagre instruction sheet, so overall I recommend this to those willing to chase photographs and who are interested in the lesser known Luftwaffe aircraft.

My thanks to Lumir Vesely for the review sample.

P. G. Gilson



Douglas C-47

Technical Data

Manufacturer: Walther's
Scale: HO (1/87th)
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 40, Clear 6
Decal Options: 2
Options: DC-3 fuselage half included
Manufacturer: Wm K. Walther's Inc.



The Kit

A rather odd scale for plastic models, 1/87th is more the realm of miniature railway enthusiasts but this size does lend itself to some amazing diorama possibilities. The kit comes in a very large box with some photos on the front, though I am not convinced they are of the kit enclosed! The kit itself comes with a bonus fuselage half so that either a DC-3 or C-47 proper version can be made - a really nice

idea. The kit is also available separately as a civilian DC-3, and only US military decals come in this boxing. The plastic is finely moulded in light grey with separate clear parts for the windshield, and all panel lines are engraved although some seem a little deep.

Instructions

Printed in booklet form with very clear exploded-view sketches and nice large paint plans, albeit in black and white.

Construction

Very simple, the only area I used any filler on was the rear of the lower fuselage/wing join, and it was nothing more than a skim of Tappex. Read the instructions first, though, as differently marked aircraft had different aerial arrays. Due to the lack of filling and sanding the whole kit was ready for paint in just over an hour.

Accuracy

One of the most copied aircraft, but not many manufacturers have got it right and this kit is no exception. The cockpit windows are too shallow and the nose a little too bulbous, the tip of the tail is also not correctly shaped but it is a better effort than

many on the market already.

The kit spans out at 13.1 inches, while the real thing is 95ft (1140 inches - 1/87 = 13.1in) and the length is 8.9 inches, against the real dimensions of 64ft 6in (744 inches - 1/87 = 8.89in). So the kit is almost spot on.

Colour Options

Errm! Olive Drab over Grey or, Olive Drab over Grey I am afraid. This is one of the most difficult greens to get correct, just take any two manufacturers and paint a strip using their interpretation and see what I mean. I used Gunze Sangyo and it is way too dark so maybe a lot of weathering is required.

Decals

These are various codes and tail numbers, all

in yellow, plus one or two nose art options. Unfortunately very little information on units is provided. The decals adhered well and left no silvering and the yellow was not transparent. A good effort but more research required.

Decal Rating = 9/10.

Conclusion

If you are looking for something to add to your train set or are looking for a diorama subject this is it; if you are looking for something in an odd scale size this will also fit the bill. A joy to assemble, and recommended to all ages.

My thanks to Walther's Inc. for the review sample.

Paul Gold



Thank You

Scale Aviation Modeller International would like to thank Revell, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.



Thank You

Scale Aviation Modeller International would like to thank AeroMaster (via Athena Books & Hannants) for the generous supply of paints from their 'Warbird Color' and 'Warbird Acrylic Color' range for use by the review team throughout 1999.



Thank You

Scale Aviation Modeller International would like to thank Humbrol Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.



Thank You

Scale Aviation Modeller International would like to thank Astral Model for the generous supply of paints from their Lifecolor range for use by the review team throughout 1999.

Bell AH-1/AB-47

Technical Data

Manufacturer: Italeri
Scale: 1/72nd
Price: £3.50
Kit No: 095
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 84, Clear 3
Decal Options: 3 (US Army, Italian A.F. & RAF)
Manufacturer: Italeri Spa.
UK Importer: Richard Kohnstam Ltd.

The Kit

This is a re-issue of Italeri's OH-13S gunship version of the Bell 47 in 1/72nd scale. The main difference between this and the earlier issue is the addition of the 'squared' undercarriage units allowing the later OH-13's to be modelled as well as the European licence-built aircraft of Agusta and Westland. There is also the additional toolbox carried by the British Army Air Corps machines.

As before, it is cleanly moulded in light grey plastic with excellent surface detail and small parts, and a very clear transparent cockpit bubble and two separate doors.

Instructions

The ten-page fold-out instruction sheet starts with the sprue plan which indicates the one-piece curved undercarriage is not to be used. Assembly is broken down into nine main sections illustrated in twenty-six exploded-view drawings. A part-painting guide is included at every stage and the overall colour schemes and decal placement instructions at the end - giving the relevant 'FS' numbers where appropriate.

Construction

Assembly of the highly detailed engine is a bit fiddly in a couple of areas due to the small size of some of the parts, but a reasonably steady hand and a fair amount of patience will be rewarded. The two-part tail boom needs careful handling to avoid damage to the delicate mouldings while, to line up the horizontal 'cross-bars', the 'V' shaped lower section needs to be forced a little wider apart. The equipment installed in the tail has to be fitted in the bottom section and the interior painted and finished before the top part is glued in place.

The small, detailed cockpit interior and canopy go together very well, but the slightest hint of glue on the 'bubble' will spoil its clarity so be careful in this area! A quick 'dry fit' is recommended to make sure you've got it the right way round before applying the glue, as well. The clear cockpit doors are optional so

you can fit them, leave them off or even fix them in the open position.

Because of its small size, almost every stage of construction needs a fair amount of patience and care, otherwise assembly is very straightforward.

Accuracy

The tail boom, not surprisingly, is too thick for reasons of strength and the British Army 'tool kit' is a bit suspect. All the reference material I found shows two separate boxes, one either side of the tail rotor shaft, not one box bridging it as provided by the kit. It was also a minor disappointment that the wider, three-seater cockpit bubble was not included as an option. This said, the overall 'look' of the aircraft is good. In terms of dimensions, the kit's rotor diameter is spot-on at 15.7cm compared to the 11.3m full-size machine. The fuselage was 3mm over length and over height in scale terms, being 13.3cm and 3.9cm compared to 9.6m and 2.8m respectively on the real thing. All dimensions were taken from 'Jane's Pocket Guide - Modern Military Helicopters'.

Colour Options

Unlike the previous offering of this kit, this one has three different colour schemes to choose from. The first is a British Army Westland Sioux AH-1 in green and brown, the second is a similarly coloured Agusta-built AB-47 G-3 of the Italian Air Force and the third is a U.S. Army flight trainer in the familiar Olive Drab, but with dayglo orange panels on the cockpit underside. Model Master and Federal Standard paint references are given for the latter two, but not for the British version!

Decals

There are only forty-one images on the decal sheet, but this is sufficient to provide all the lettering and insignia for all three of the options. The depth of colour, registration and clarity of printing are excellent, and the thin, semi-gloss carrier film adheres perfectly to a gloss-painted surface.

Decal Rating = 10/10

Conclusion

Although construction is fairly simple the complex and often tiny parts mean it's not exactly a beginner's kit but is well within the capabilities of most modellers. It captures the look of the real machine, despite the thicker tail boom, and opens up a wide range of colour schemes to be modelled (or even converted to other versions). I highly recommend this kit.

My thanks to Richard Kohnstam Ltd for the review sample.

Fred Tooke



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TM48525	SM79/Fiat CR42/G50/B110 Sq Badg RA	\$6.75
TM48526	T33/T6/F84F Serials AMI	\$5.50
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TM48529	F104 Low Vis/DC3/C130H/P38/Spt MkIX Roundels AMI	\$5.50
TM48530	Fiat G91R/F86E Frece Tricolori	\$6.75
TM48532	F-86E Patuglia Acrobatic/Getti Tonanti/Lanceri Neri/Cavallino Rampante	\$6.75
TM48533	P-47D USAF; RAF	\$6.75
TM48534	F-104 Data Stencil AMI	\$12.95
TM48535	T33/T6/F84F Serials & Sq Nos AMI	\$5.50
TM48536	C130H/T6/F84F Serials & Sq Nos AMI	\$5.50
TM48537	Fiat G50/Ju87/B1109/RE2000/2001 Inseg RA	\$6.75
TM48538	P38/MC200/202/205/SM79/Spt Mk V Sq Badg; Roundels; Serials & Sq Nos Aeronautica Cobelligerante	\$6.75
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TM48540	"SB2C Helldiver/F84F Scritte Serials & Sq Nos AMI, Italian Navy"	\$5.50
TM48541	F-104/Tornado Luft Post-War Anniversary	\$6.75
TM48542	T33 USAF/Luft/Ejercito de L'Aire	\$6.75
TM48543	P51B/C USAF/P51D AMI	\$6.75
TM48544	"AV8B Italian Navy/Bianco Sq Badg, Nos, Serial AMI"	\$6.75
TM48545	F104 Commem 'Foglio Doppio'	\$12.95
TM48546	AB205/UH-1H/AB206 Jet Ranger/Hughes 500/SH34 Sq Badg Italian Army; Stencil	\$6.75
TM48547	T6 Tecan(Harvard)/F84F Serials & Sq Nos	\$5.50
TM48548	F104 Commem AMI	\$6.75
TM48549	"F104 Low Vis/SB2C Helldiver/C130H/P51D/T6/P47D Sq Badg AMI, Italian Navy/Tornado TTTE"	\$6.75
TM48550	"Fiat G50/SM79 Sq Badg, Nos, Serials RA/Ju88 Inseg, Serial RA"	\$6.75
TM48551	"RE2005/SM79 Sq Badg, Inseg, Serial RA"	\$6.75
TM48552	"P51D AMI, NEIA/FAF, RAF"	\$6.75
TM48553	F104S ASA AMI Low Vis/Tornado AMI Desert Storm	\$6.75
TM48554	"P51D USAF/RAF, SCAS"	\$6.75
TM48555	SM79 Inseg RA	\$6.75
TM48556	"Hs129 Luft. FARAR"	\$6.75
TM48557	"MC202 Sq Badg, Serial, Sq Nos RA"	\$6.75
TM48558	"P38 USAF, Luft, AMI"	\$6.75
TM48559	"B466/Fiat CR42/G50/SM79 Sq Badg, Nos, Serials RA"	\$6.75
TM48560	F4U Corsair VMA 323/VMMFT 20	\$6.75
TM48561	"AB206 Jet Ranger/SH3D Italian Navy Sq Badg, Inseg VV FP"	\$6.75
TM48562	"AB206 Jet Ranger/SH3D Sq Badg, Inseg PS"	\$6.75
TM48563	B109E/F8G Data Stencil	\$6.75
TM48564	Fiat G50/SM79 Data Stencil	\$6.75
TM48565	"D520/Fiat G50/RE2001 Inseg, Sq Badg RA"	\$7.50

TM72507	Fiat G.91R/T; Tornado Sq Badges AMI	\$6.75
TM72508	Fiat G.50/MC.202 Insegne RAFASCI	\$6.75
TM72509	Tornado Sq Badges TTTE	\$6.75
TM72510	Caproni CA.311, 313, 314; SM.79 Inseg RA	\$6.75
TM72512	MB.326/F-86E/Tornado Data Stencil	\$6.75
TM72513	Fiat BR.20/Ro.37/SM.79 Badges/FsRA	\$6.75
TM72514	T-33/T-6/Tecan/F-84F/RF-84F #s/Serials AMI	\$5.50
TM72515	Fiat G.91R/T; F-86E #s/Serials AMI	\$5.50
TM72517	Fiat G.55/MC.205/BF 109/SM.79 ANR Inseg	\$6.75
TM72518	F-86E #s/Serials AMI	\$5.50
TM72520	CANT Z.506/1007bis/Bf. 109 Inseg Nat RA	\$6.75
TM72521	Fiat CR.32/Ju 87/MC.202 Sq #s/Badges RA	\$6.75
TM72523	Fiat G.91R Colorazioni Commem AMI	\$6.75
TM72524	Fiat G.91R/F-86E Frece Tricolori	\$6.75
TM72525	F-84F Patuglia Acrobatica	\$6.75
TM72527	DH.100/112/Fiat G.59/T-33/F-86K/P-51/T-6 Roundels AMI	\$5.50
TM72529	Ju 52(I BALI); SM.73 (I PISA)	\$6.75
TM72531	AV-8B/TAV-8B Harrier II Rndis/Insig/#s	\$6.75
TM72533	F-104 Data Stencil	\$6.75
TM72534	CANT Z.506/Fiat CR.25/Fi 156/Ju 88 RA #s	\$6.75
TM72535	Fiat CR.42/Ro.44/SM.79/SM.81 #s/Badg RA	\$6.75
TM72536	Capro Vizz F-4 Proto/Fiat CR.42/G.50 #B RA	\$6.75
TM72537	AB.205(UH-1H)/SH-3D/CH-47 Sq/Ser/Rnd	\$6.75
TM72538	SB2-C/DC-3/S2F/C-130H Roundels AMI	\$5.50
TM72540	Beech C-45/CanAir CH215/DC-6/C-119/Hu-16	\$5.50
TM72541	SB2-C/S2F/T-6/F-84F Sq Nos, Serials AMI	\$5.50
TM72542	AB.206, 212, SH-34 Data Stencil	\$6.75
TM72546	CA.311, 13, 14/Ro.37/Ju 87/Re.2001, 2.5	\$6.75
TM72547	Beech C-45/DC-6 Sq/Badg/Serial AMI	\$6.75
TM72548	SB2-C/S2F/C-130H/P-51/P-47/Torna Bag AMI	\$6.75

TM72549	AB-205, 212, SH3D Data/Insignia	\$6.75
TM72550	P-39/CANT Z.1007bis/Fi 156/MC.200, 2.5/Spt Roundels	\$6.75
TM72552	P-39/CANT Z.501/1007bis/Fi 156/SM.79/Spt Sq #Badges	\$6.75
TM72554	CANT Z.501, 5BR, 20/SM.79 Insig RA	\$6.75
TM72555	F-104 Luft Commemorative	\$6.75
TM72556	F-104 Tornado Luft Commem	\$6.75
TM72558	DC-3/SM.73 Ala Littoria Insignia	\$6.75
TM72559	F-104 AMI Commem	\$6.75
TM72560	F-104 Tornado Desert Storm Commem	\$6.75
TM72561	F-104 AMI Commemorative	\$6.75
TM72562	P-51D Luft, USAF, RAF, SCAS mks	\$6.75
TM72564	P-51D IAF, USAF, AMI, RAF	\$6.75
TM72566	Bf 109E, F.6/Bf 110 Data Stencil	\$6.75
TM72568	F-104 Data Stencil	\$6.75

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UC48001	500 lb MC Mk III WWII British Bombs	\$7.95
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UC48003	Hawker Typhoon Underwing Bomb Racks	\$4.95
UC48004	"British 3 Rockets & Mk I Rails"	\$13.95
UC48005	Hawker Typhoon Control Surfaces	\$11.95
UC48006	Hawker Typhoon 44 gal Drop Tanks	\$7.95
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UC48013	Hawker Typhoon Intake Dust Guards	\$4.95
UC48018	Hawker Typhoon Seat	\$7.95
UC48019	Hawker Hurricane Seat	\$7.95
UC48020	Supermarine Spitfire Seats (Mk I - Mk XIV)	\$7.95
UC48021	Bristol Beaufighter Seats	\$7.95
UC48031	RAF/RCAF Mustang I Conversion	\$11.95
UC48033	De Havilland Mosquito Seats (Late Harness)	\$7.95
UC48034	De Havilland Mosquito Control Surfaces	\$9.95
UC48035	De Havilland Mosquito Crew Access Door	\$4.95
UC48038	Supermarine Spitfire Mk I Control Surfaces	\$9.95
UC48039	Supermarine Spitfire Mk VB Control Surfaces	\$9.95
UC48040	Supermarine Spitfire Mk I Exhausts	\$4.95
UC48041	Supermarine Spitfire Mk VB Exhausts	\$4.95
UC48042	Hawker Hurricane Control Surfaces	\$9.95
UC48043	Hawker Hurricane Mk I Exhausts	\$4.95
UC48044	Hurricane Mk II/Spitfire Mk V Exhausts	\$4.95
UC48045	DeHavilland Mosquito Tail Wheel Assembly	\$4.95
UC48046	Dehavilland Mosquito Mud Guards	\$4.95

Pavla Models

1/72nd Scale

Subject: KK-1 Ejection Seat

Scale: 1/72nd

Product No.: S7207

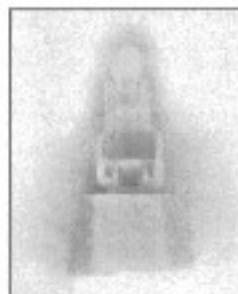
Type: Accessory

Designed for: MiG-15, MiG-17 & L-29 kits

Parts: Resin 1

Price: £1.50

Includes: Single resin ejection seat with moulded seat harness detail.



S7207

Subject: K-36M Ejection Seat

Scale: 1/72nd

Product No.: S7208

Type: Accessory

Designed for: MiG-29 & Su-27 kits

Parts: Resin 1

Price: £1.50

Includes: Single resin ejection seat with moulded seat harness detail.



S7208

Subject: SJU-7 Ejection Seat

Scale: 1/72nd

Product No.: S7209

Type: Accessory

Designed for: A-7E & AV-8 Harrier kits

Parts: Resin 1

Price: £1.50

Includes: Single resin ejection seat with moulded seat harness detail.



S7209

Subject: KM-1 Ejection Seat

Scale: 1/72nd

Product No.: N/K

Type: Accessory

Designed for: MiG-21 & MiG-23 kits

Parts: Resin 1

Price: £1.50

Includes: Single resin ejection seat with moulded seat harness detail.



KM-1 Ejection Seat
(MiG-21 & MiG-23)

Subject: ACES II Ejection Seat

Scale: 1/72nd

Product No.: S7212

Type: Accessory

Designed for: F-15, F-16 & A-10 kits

Parts: Resin 1

Price: £1.50

Includes: Single resin ejection seat with moulded seat harness detail.



S7212

Subject: Lockheed LC11C Ejection Seat

Scale: 1/72nd

Product No.: S7213

Type: Accessory

Designed for: F-104A/B/C kits

Parts: Resin 1

Price: £1.50

Includes: Single resin ejection seat with moulded seat harness detail.



S7213

Subject: Martin Baker GQ-7/F Ejection Seat

Scale: 1/72nd

Product No.: S7214

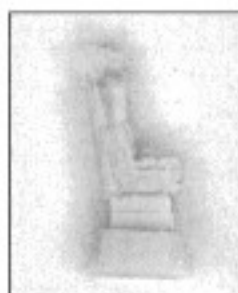
Type: Accessory

Designed for: F-104D/G kits

Parts: Resin 1

Price: £1.50

Includes: Single resin ejection seat with moulded seat harness detail.



S7214

Subject: SJU-5/A Ejection Seat

Scale: 1/72nd

Product No.: S7215

Type: Accessory

Designed for: F-18 Hornet kits

Parts: Resin 1

Price: £1.50

Includes: Single resin ejection seat with moulded seat harness detail. Suitable for early versions of the F/A-18 Hornet.



S7215

Subject: MiG-23MF Cockpit

Scale: 1/72nd **Product No.:** N/K

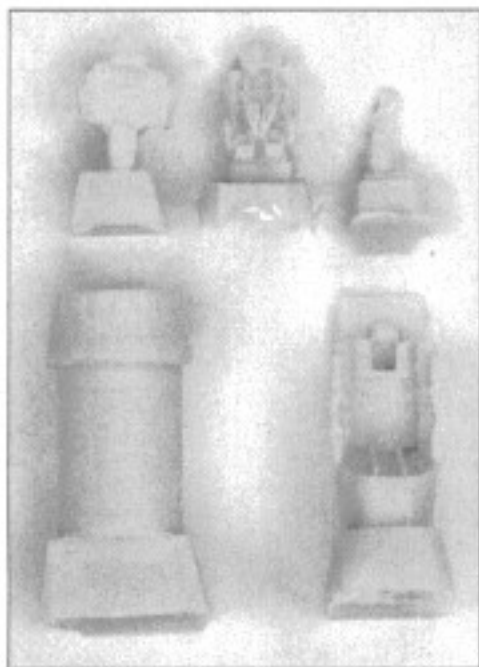
Type: Detail Set

Designed for: Italeri kit

Parts: Resin 5

Price: £TBA

Includes: New cockpit 'tub', ejection seat with moulded harness details, instrument panel, control column and exhaust pipe insert.



MiG-23MF Cockpit

Subject: Sukhoi Su-22UM3K Cockpit

Scale: 1/72nd **Product No.:** N/K

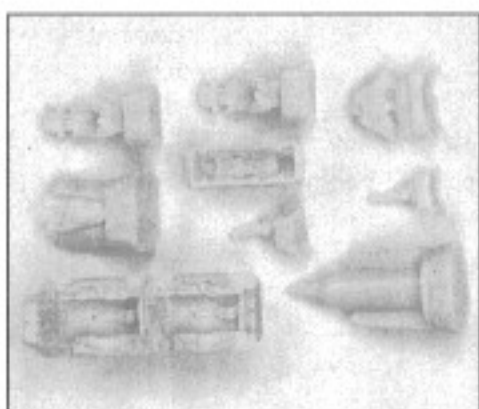
Type: Detail Set

Designed for: Bilek or Italeri kits

Parts: Resin 9

Price: £TBA

Includes: New tandem cockpit 'tub' two ejection seats with moulded seat harness, instrument panels, control columns, nose intake 'bullet' and nose wheel well.



Sukhoi Su-22UM3K Cockpit

Subject: MiG-15 Cockpit

Scale: 1/72nd **Product No.:** 7201

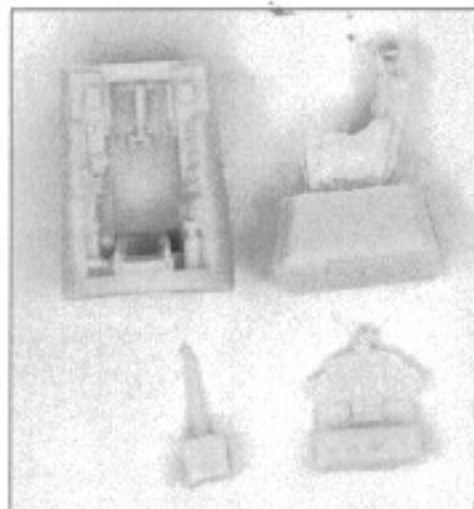
Type: Detail Set

Designed for: KP kit

Parts: Resin 4

Price: £3.75

Includes: New resin cockpit 'tub', ejection seat with moulded harness, control column and instrument panel.



7201

Subject: Sukhoi Su-25 Cockpit

Scale: 1/72nd **Product No.:** 7202

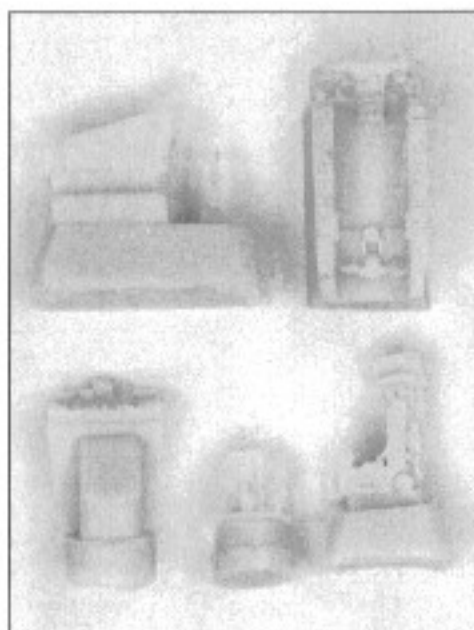
Type: Detail Set

Designed for: KP kit

Parts: Resin 7

Price: £3.75

Includes: Replacement cockpit floor and rear bulkhead unit with separate sidewalls, ejection seat with moulded seat harness, instrument panel and coaming and ejection seat armour plate.



7202

Subject: MiG-21MF Cockpit

Scale: 1/72nd **Product No.:** 7203

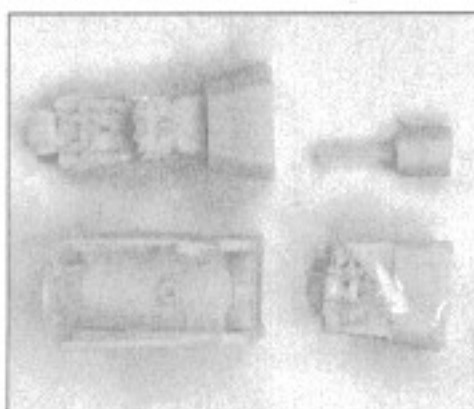
Type: Detail Set

Designed for: KP kit

Parts: Resin 4

Price: £3.75

Includes: Cockpit 'tub', instrument panel and coaming, control column and ejection seat with moulded seat harness.



7203

Subject: MiG-29A Cockpit

Scale: 1/72nd **Product No.:** 7204

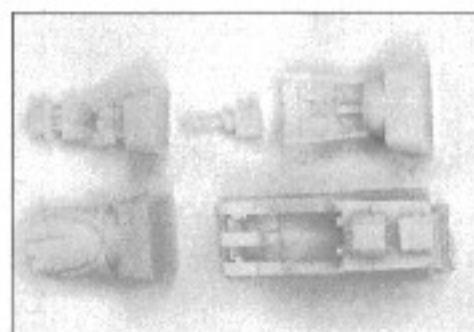
Type: Detail Set

Designed for: Italeri kit

Parts: Resin 5

Price: £3.75

Includes: Cockpit 'tub', instrument panel and coaming, control column, ejection seat with moulded seat harness and the rear decking under the canopy.



7204

Subject: Kamov Ka-50 Cockpit

Scale: 1/72nd **Product No.:** 7205

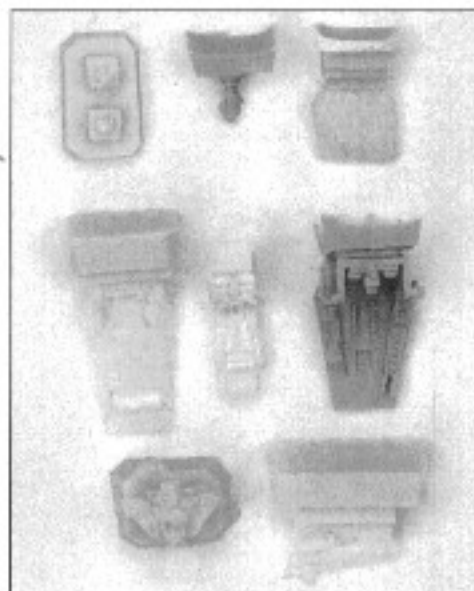
Type: Detail Set

Designed for: Italeri kit

Parts: Resin 9

Price: £4.50

Includes: Cockpit 'tub', instrument panel and coaming, sidewall detail, control column, ejection seat with moulded seat harness and crew access door.



7205

Subject: Sukhoi Su-34 Cockpit

Scale: 1/72nd **Product No.:** 7206

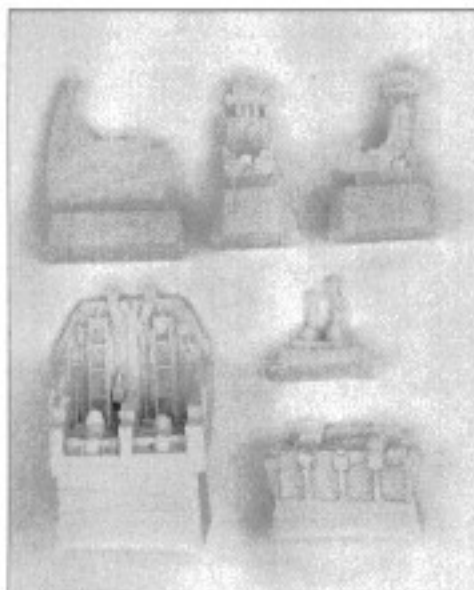
Type: Detail Set

Designed for: Italeri kit

Parts: Resin 7

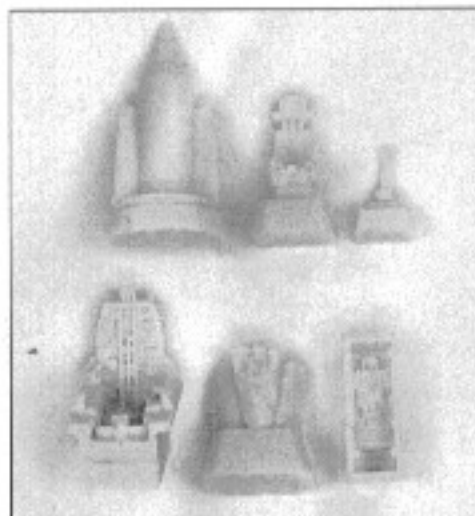
Price: £4.50

Includes: Cockpit 'tub', instrument panel and coaming, control columns, ejection seats with moulded seat harness and the centre 'overhead' console for the canopy interior.



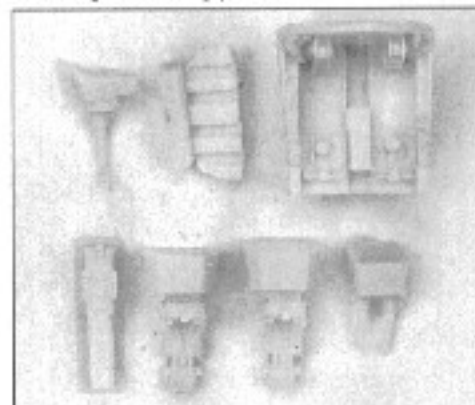
7206

Subject: Sukhoi Su-22 Cockpit
Scale: 1/72nd **Product No.:** 7207
Type: Detail Set
Designed for: Bilek or Italeri kits
Parts: Resin 6
Price: £4.50
Includes: New cockpit 'tub' ejection seat with moulded seat harness, instrument panel, control column, nose intake 'bullet' and nose wheel well.



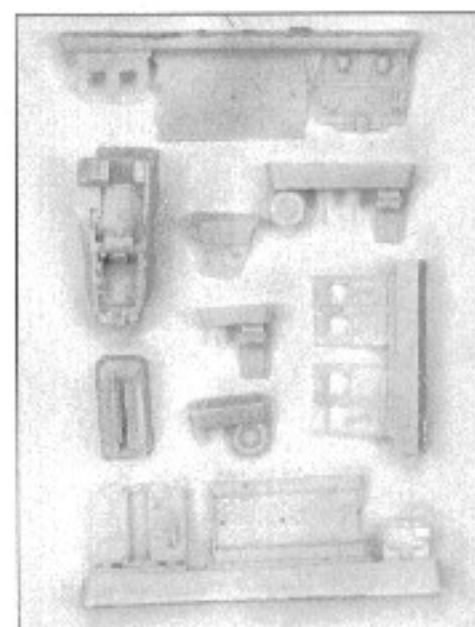
7207

Subject: Sukhoi Su-34 Cockpit
Scale: 1/72nd **Product No.:** 7208
Type: Detail Set
Designed for: Italeri kit
Parts: Resin 7
Price: £4.50
Includes: Tandem cockpit 'tub', instrument panel and coaming, control columns, ejection seats with moulded seat harness, central 'overhead' console for the canopy interior and the in-flight refuelling probe.



7208

Subject: Mi Mi-24D Cockpit
Scale: 1/72nd **Product No.:** 7210
Type: Detail Set
Designed for: Italeri or Revell® kits
Parts: Resin 19
Price: £6.00
Includes: Cockpit 'tub', rear bulkhead, loading doors, cargo compartment floor and sidewalls, crew seats with moulded harness, control columns and main wheels.



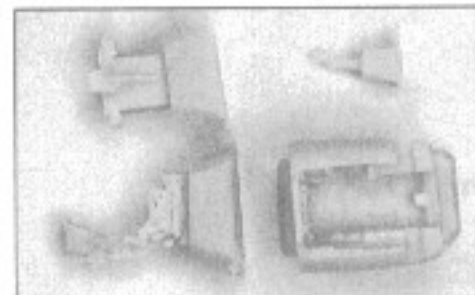
7210

Subject: MiG-15UTI Cockpit
Scale: 1/72nd **Product No.:** 7211
Type: Detail Set
Designed for: KP kit
Parts: Resin 7
Price: £4.50
Includes: Tandem cockpit 'tub', instrument panels, control columns and ejection seats with moulded seat harness.



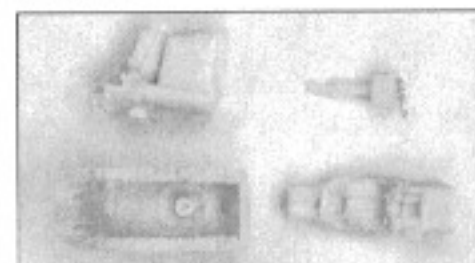
7211

Subject: MiG-19S Cockpit
Scale: 1/72nd **Product No.:** 7216
Type: Detail Set
Designed for: KP kit
Parts: Resin 4 **Price:** £3.75
Includes: Cockpit 'tub', instrument panel and coaming, control column and ejection seat with moulded seat harness.



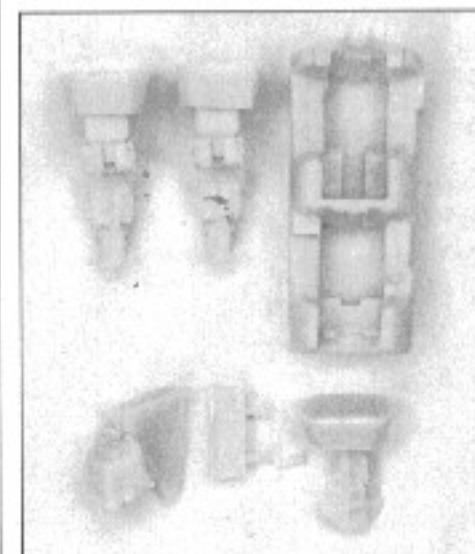
7216

Subject: Sepecat Jaguar GR.1 Cockpit
Scale: 1/72nd **Product No.:** 7219
Type: Detail Set
Designed for: Italeri kit
Parts: Resin 4 **Price:** £3.75
Includes: Cockpit 'tub', instrument panel and coaming, control column and ejection seat with moulded seat harness.



7219

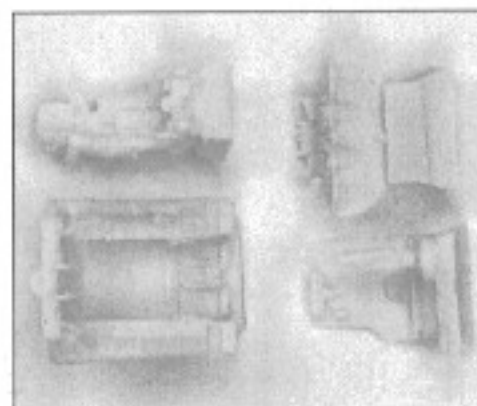
Subject: Grumman F-14A Tomcat Cockpit
Scale: 1/72nd **Product No.:** 7220
Type: Detail Set
Designed for: Italeri kit
Parts: Resin 7 **Price:** £4.50
Includes: Tandem cockpit 'tub', instrument panels (front one with coaming), control columns and ejection seats with moulded seat harness.



7220

1/48th Scale

Subject: Sukhoi Su-27 Cockpit
Scale: 1/48th **Product No.:** 4801
Type: Detail Set
Designed for: Academy kit
Parts: Resin 5
Price: £4.50
Includes: Cockpit 'tub', instrument panel and coaming, ejection seat with moulded seat harness, rear canopy (interior) decking and canopy hydraulic ram.



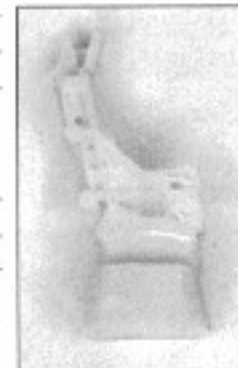
4801

Subject: KK-1 Ejection Seat
Scale: 1/48th
Product No.: 4802
Type: Accessory
Designed for: Any MiG-15 kit
Parts: Resin 1
Price: £1.50
Includes: Single resin ejection seat with moulded seat harness detail.



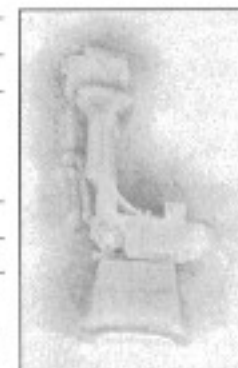
4802

Subject: KK-1 Ejection Seat
Scale: 1/48th
Product No.: 4803
Type: Accessory
Designed for: Any MiG-17, MiG-19 & L-29 kits
Parts: Resin 1
Price: £1.50
Includes: Single resin ejection seat with moulded seat harness detail.



4803

Subject: KK-1 Ejection Seat
Scale: 1/48th
Product No.: 4807
Type: Accessory
Designed for: Any MiG-17, MiG-19 & L-29 kits
Parts: Resin 1
Price: £1.50
Includes: Single resin ejection seat with moulded seat harness detail.



4807

Each of these sets is well cast and is being offered at an extremely low price. Only painting lists are included with each set, cross referring to Humbrol paints. This does not seem a problem with the easier sets, but with complex ones like the Ka-50 and Mi-24 sets, the modeller will find it difficult to know what parts fit where without additional reference material. I am sure that many modellers working within a budget will want to acquire these items, but it seems

News

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each will appear in a future edition.

Eduard
 1/72nd Scale
 72 310 - OV-10A Bronco (Academy) [eb]
 72 314 - DH Mosquito B Mk IV (Hasegawa) [eb]
 Samples via: Eduard M.A.
 Obtain in the UK via Hannants or LSA Models

J.Rutman
 1/32nd Scale
 He 219 update (Combat) { \$42.95 } [r/wm/eb]
 Me 262A cockpit (Revell or Hasegawa) { \$22.95 } [r/eb]
 Fw 190D-9 wheel well (Hasegawa or Revell) { \$17.95 } [r]
 Fw 190D-9 Wheel well correction piece (Hasegawa) { \$3.95 } [r]
 Samples via: J. Rutman

NOTE:
 Items shown in parenthesis () indicate the manufacturer of the intended suitable/donor kit, while those in { } are the known prices and those in [] indicate the medium used as listed below
 Key
 dec = Decals
 eb = Etched Brass (or Steel)
 gl = Glass
 i = Injection Moulded Plastic
 r = Resin
 vt = Vac-formed Plastic (or Clear)
 wm = White Metal (or Pewter)

a shame that so many of the subjects have already been covered in this manner before.

Our thanks to Pavla Models for the review samples. UK stockist of the range is Hannants.

Worldwide Enquiries: Pavla Models (see Address List Page)

Invicta Models

1/48th Scale

Subject: F-111F AVQ26 Pave Tac Pod

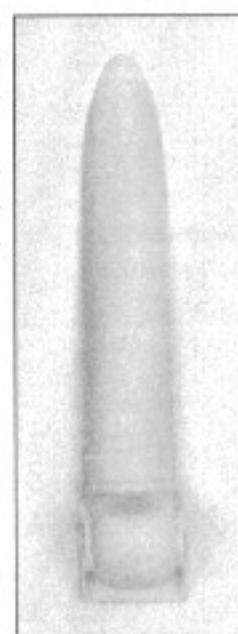
Scale: 1/48th
Product No.: N/K
Type: Accessory
Designed for: Any F-111F kit
Parts: Resin
Price: £6.50

The single resin component is well cast and will only require a little bit of tidying up before it can be installed. The product also comes with a clear installation diagram, listing scale

measurements for the pod's correct location on your model.

Our thanks to Beanys Model Hobbies for the review sample.

Worldwide Enquiries: Invicta Model Accessories (see Address List Page)



AVQ26 Pave Tac Pod

The Aviation Hobby Shop

Dept SAMI 00/02. 4 Horton Parade, Horton Road,
West Drayton, Middlesex UB7 8EA
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144-65 Boeing 757 Air Holland	£5.95
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144-66 Boeing 757 Air Holland	£5.95
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144-68 Boeing 757 Air Holland	£5.95
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Messerschmitt ME-109G	£4.99	2772 Blackburn Firebrand II/IV	£16.99
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Supermarine Spitfire Mk.1A	£29.99	1472 Stinson Reliant (AT-19)	£15.99
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MAGNA MODELS 1/72 scale			
6472 Fairey Albacore dk	£23.95		
6372 Martin Baker MB.5 dk	£18.25		
6172 Hornet F.1 dk	£22.95		
6072 Sea Hornet NF.21 dok	£23.95		
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5872 DH Riley Dove k	£21.95		
5772 Martin Baker MB.2	£17.75		
5672 Martin Baker MB.3*d	£17.75		
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5172 Supermarine Swift F.2 *	£18.95		
5072 deHavilland Dove/Devon*d	£23.95		
4972 Bristol Buckmaster TMK.1	£25.95		
4872 Supermarine Swift F.1 *d	£18.95		
4772 Bristol Buckingham B1/C1*	£26.95		
4672 Miles Master MK1/1A*	£17.25		
4572 Supermarine Swift F.7	£19.95		
4472 Bristol Brigand B1/T4.5*d	£26.95		
4372 Supermarine Swift FR.5 d	£19.95		

C = Conversion, K = complete kit, D = Decals,
O = Optional parts

MAGNA MODELS 1/48 scale

0148 Miles Martinet TT.1 dok	£27.00
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CONVERSIONS 1/72 scale

4072 Bristol Freighter Mk.21 (Airfix kit)	£13.75
3772 Bristol Freighter Mk.31 (Airfix kit)	£11.95

2872 Hurricane 1 Fabric wing, watts prop (Airfix Kit)	£7.75
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1672 Beaufighter MK.II (Airfix kit)	£12.25
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1572 Postwar RN Avengers AS-4,5,6,TS5,ECM6	£7.75
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1272 Westland Wyvern T.3	£11.95
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0872 D.H. Sea Vixen FAW.1 (Frog/Novo/Revell Kit)	£9.25
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0772 Blackburn Skua Accurate wings	£8.75
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ACCESSORIES 1/72 scale	
7201 D.H. Heron/Dove seats x 17	£2.95
7203 Gannet Tanks 2 x 2 types	£2.75
7205 Rushton winches, targets, x 2	£5.25
7210 Valletta T.3 and T.4 Conversion pack	£4.25

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Red Roo Models

1/72nd Scale

Subject: RAAF WWII Harness & Accessories

Scale: 1/72nd **Product No.:** RRM72102

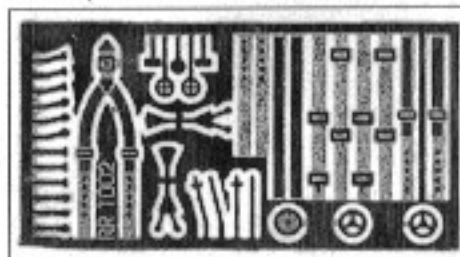
Type: Detail Set

Designed for: N/A

Parts: (1 Fret) Etched Brass 37

Price: £TBA

Includes: Sutton Harness (shoulder, lap and shoulder to seat straps), gunsights (rings), American style shoulder and lap straps, trim wheels, control levers (various styles) and throttle quadrants.



RRM72102

Subject: Spitfire Mk Vc Tropical Filter

Scale: 1/72nd **Product No.:** RRR72102

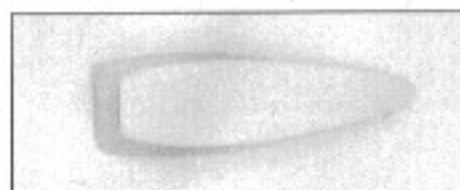
Type: Accessory

Designed for: Any Spitfire Mk Vc kit

Parts: Resin 1

Price: £TBA

Includes: A new resin Vokes filter, offered as an add-on and suitable for the Spitfire Mk Vc



RRR72102

Subject: Spitfire Mk Vc Cannon Bulges

Scale: 1/72nd

Product No.: RRR72103

Type: Accessory

Designed for: Any Spitfire Mk Vc kit

Parts: Resin 4

Price: £TBA (Aus\$7.50)

Includes: The main and secondary bulges associated with the Mk Vc Spitfire wing.



RRR72103

Subject: Spitfire Mk Vc Oil Cooler

Scale: 1/72nd **Product No.:** RRR72104

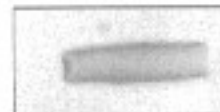
Type: Accessory

Designed for: Any Spitfire Mk Vc kit

Parts: Resin 1

Price: £TBA (Aus\$5.60)

Includes: The 'tubular' oil cooler for the Spitfire Mk Vc. Offered as an add-on to any Mk Vc kit.



RRR72104

1/48th Scale

Subject: RAAF WWII Harness & Accessories

Scale: 1/48th **Product No.:** RRM48001

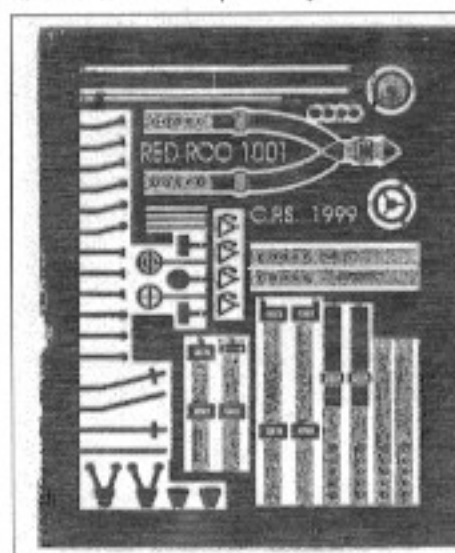
Type: Accessory

Designed for: N/A

Parts: (1 Fret) Etched Brass 51

Price: £TBA

Includes: This is a scaled-up version of RRM72102 reviewed previously.



RRM48001

Subject: McDD TA-4G Skyhawk

Scale: 1/48th **Product No.:** RRR48113

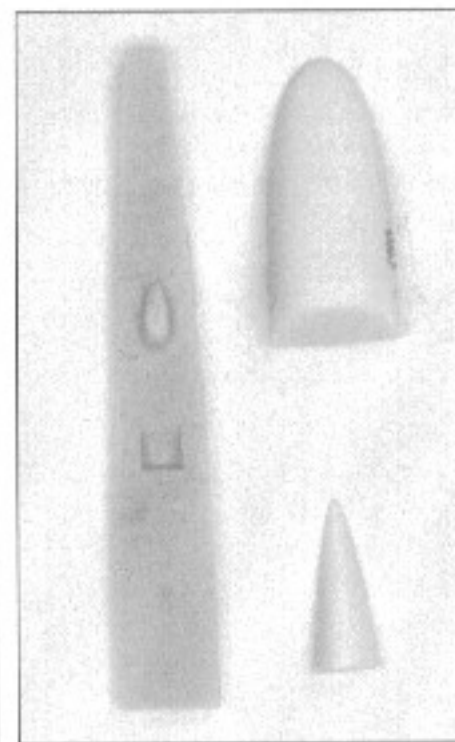
Type: Conversion

Designed for: Monogram (OA-4M) kit

Parts: Resin 3

Price: £TBA

Includes: New 'flat' dorsal spine and canopy rear decking to convert Monogram kit. Instructions include details of aircraft markings and 1/48th scale plans.



RRR48113

Subject: Brewster Buffalo (RAF/RAAF) Mk I

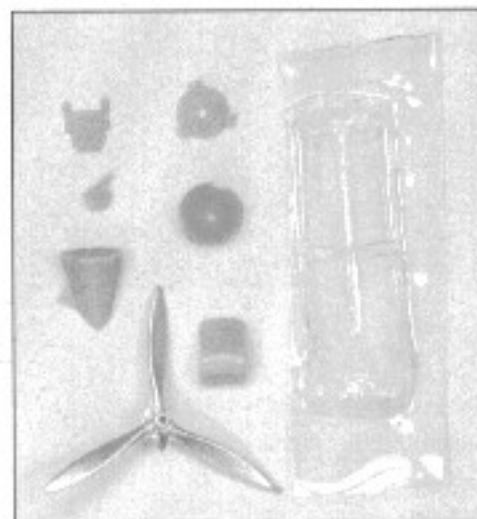
Scale: 1/48th **Product No.:** RRR48117

Type: Conversion **Designed for:** Tamiya kit

Parts: Resin 6, White Metal 1, Vac-formed (Clear) Plastic 2

Price: £TBA

Includes: Replacement (metal) propeller, backplate and spinner (resin), fuselage appendage, tailwheel, pilot's seat and head armour (resin), plus a new vac-formed two-part canopy. This allows the Tamiya reissued F2A to be made into a Buffalo Mk I, or, using the F2A-3/Model 339 conversion, any of the 17 aircraft used by the RAAF.



RRR48117

Subject: AGM-84A Harpoon Missile

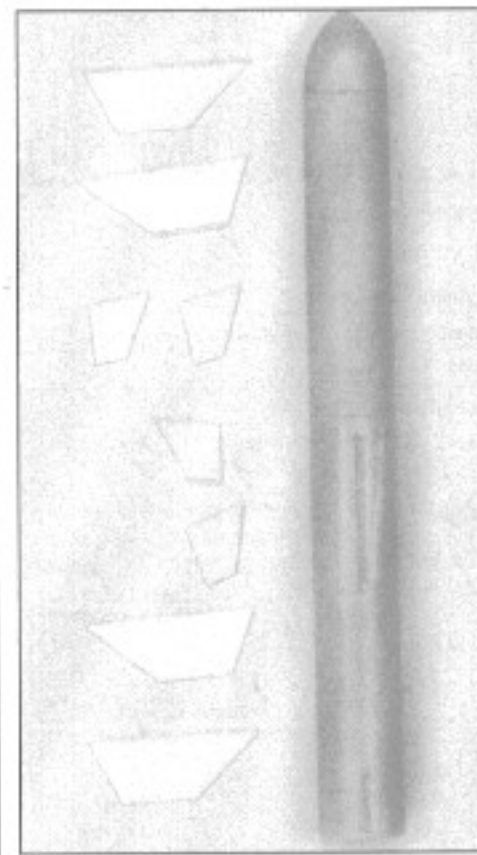
Scale: 1/48th **Product No.:** RRR48118

Type: Accessory **Designed for:** N/A

Parts: Resin 1, Injection Moulded Plastic 7

Price: £TBA

Includes: The main missile body is a single resin casting to which are added the fins which are supplied as pre-cut plasticard.



RRR48118

Subject: P-40 Kittyhawk 'Fishtail' Exhausts

Scale: 1/48th **Product No.:** RRR48119

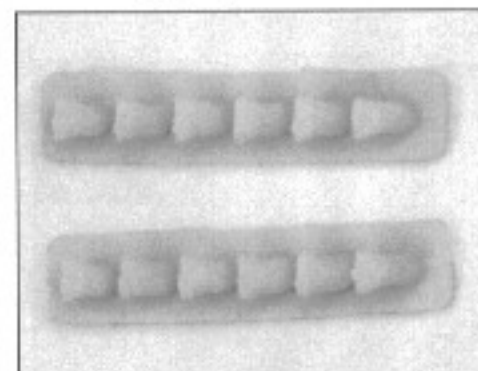
Type: Accessory

Designed for: N/A

Parts: Resin 2

Price: £TBA

Includes: Pair of 'fishtail' style exhaust stacks suitable for the P-40. They are offered as simple add-ons to any appropriate kit.



RRR48119

Subject: Brewster Buffalo F2A-3/Model 339

Scale: 1/48th **Product No.:** N/K

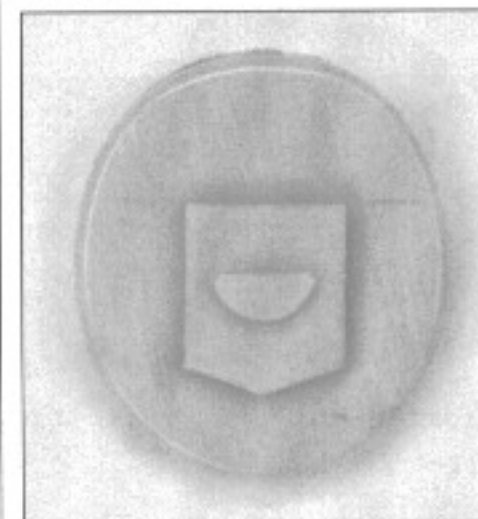
Type: Conversion

Designed for: Tamiya kit

Parts: Resin 1

Price: £TBA (Aus \$6.85)

Includes: A single resin fuselage extension plug to allow the conversion of the Tamiya F2A-2 into an F2A-3/Model 339.



Brewster Buffalo F2A-3/Model 339 conversion

Each of these products is well made, and the Buffalo Mk I conversion features white metal parts by Acroclub and the vac-formed canopy by Falcon, so you are assured of very good quality. The subject matter is very much based 'at home' for Red Roo, but these sets can be recommended to all with an interest in RAAF aircraft.

Our thanks to Red Roo Models for the review samples. Currently there is no UK stockist of this range, so potential customers will have to contact Red Roo directly.

Worldwide Enquiries: Red Roo Models (see Address List Page).

ICM



72101

1/72nd Scale

Subject: Soviet Modern Air Armament

Scale: 1/72nd **Product No.:** 72101

Type: Accessory Set

Designed for: N/A

Parts: Injection Moulded Plastic 90

Price: £3.75

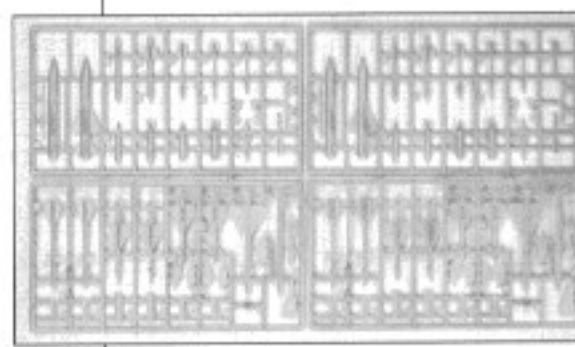
This set includes the following modern Soviet weapons; AA-1 Alkali, AA-2 Atoll (P-3C & P-3P), AA-7 Apex (P-23MP & P-23MT), AA-10 Alamo (P-27P3 and T3), AA-3 Anab (P-98P & T), AA-6 Acrid, AA-8 Aphid, AA-11 Archer, AS-10 Karen, AS-10

Karen and AS-11 Kilter missiles, FAB-500 M54 and FAB-500 M62 bombs and S-24, UB-16, UB-32 and B-8 rocket launchers.

The instructions give a tabulated list of each weapon in relation to their fitment in MiG, Sukhoi and Iluyshin designs. All colours are listed in four languages with both Testors and Humbrol paint references.

A stunning set, offering excellent value for money and all to ICM's usual high standards. Let's hope they soon scale this up to 1/48th scale.

Our thanks to Pocketbond Ltd for the review sample. Pocketbond are the UK distributors for the ICM range.



The four sprues in 72101

PART

1/72nd Scale

Subject: McDD F-15A/C

Scale: 1/72nd **Product No.:** S72-093

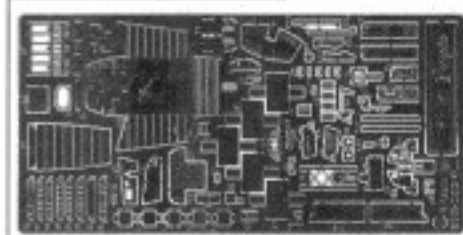
Type: Detail Set

Designed for: Academy or Esca kits

Parts: (2 Frets) Etched Brass 96, Acetate 6

Price: £TBA

Includes: Entirely new cockpit interior & rear (under canopy) avionics bay



S72-093

Subject: McDD F-15E Strike Eagle

Scale: 1/72nd **Product No.:** S72-098

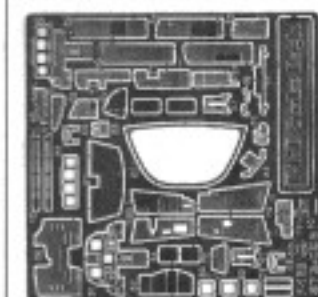
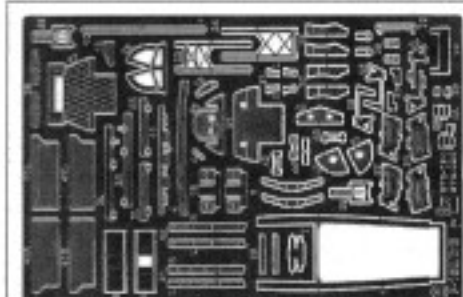
Type: Detail Set

Designed for: Academy or Esca kits

Parts: (2 Frets) Etched Brass 118, Acetate 5

Price: £TBA

Includes: New cockpit interior (both stations), ejection seat details and harness, canopy mirrors and sills, instrument panels (with acetate backing) and HUD.



S72-098

Subject: Boeing-Vertol H-21 Shawnee

Scale: 1/72nd **Product No.:** S72-099

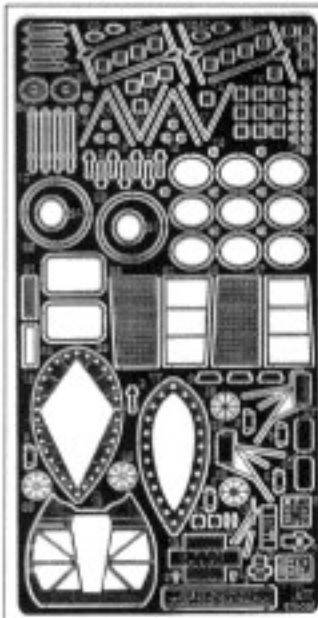
Type: Detail Set

Designed for: Italeri (or Revell) kit

Parts: (1 Fret) Etched Brass 115, Acetate 3

Price: £TBA

Includes: Instrument panel, rudder pedals, interior bulkheads, fuselage window surrounds, wheel hubs and a set of replacement antenna for the nose.



S72-099

Subject: N.A. P-51B Mustang

Scale: 1/72nd **Product No.:** S72-100

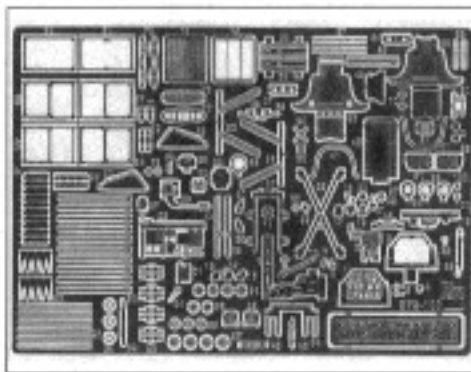
Type: Detail Set

Designed for: Academy kit

Parts: (1 Fret) Etched Brass 130, Acetate 5

Price: £TBA

Includes: New cockpit interior (including seat, sidewalls and instrument panel), radiator matrix and doors, canopy framing, bazooka tube supports, fuel tank filler points and bomb tail unit.



S72-100

Subject: Junkers Ju 87B-2/R2

Scale: 1/72nd **Product No.:** S72-101

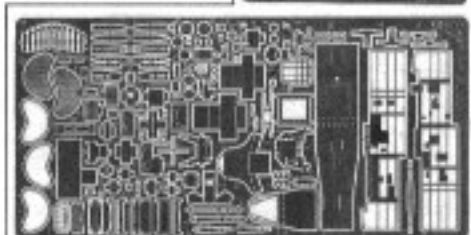
Type: Detail Set

Designed for: Italeri kit

Parts: (2 Frets) Etched Brass 189, Acetate 5

Price: £TBA

Includes: Complete new cockpit interior (floor, sidewalls, seats, instrument panels etc), chin radiator matrix and shutters, air-driven siren propeller, dive brakes, flap counter weights and bomb fins.



S72-101

Subject: Junkers Ju 87D-5

Scale: 1/72nd **Product No.:** S72-105

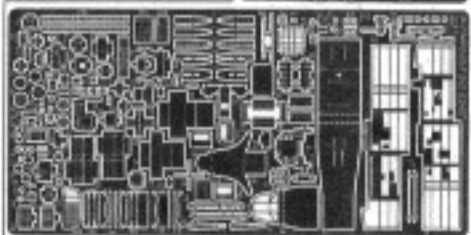
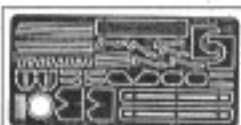
Type: Detail Set

Designed for: Italeri kit

Parts: (2 Frets) Etched Brass 167, Acetate 6

Price: £TBA

Includes: Complete cockpit interior (as per previous set), machine gun ammo boxes, DF loop and cover, dive brakes, bomb fins, aileron counter weights and anti-slip strips on wing fillet.



S72-105

1/48th Scale

Subject: Junkers Ju 87B-2

Scale: 1/48th

Product No.: S48-058

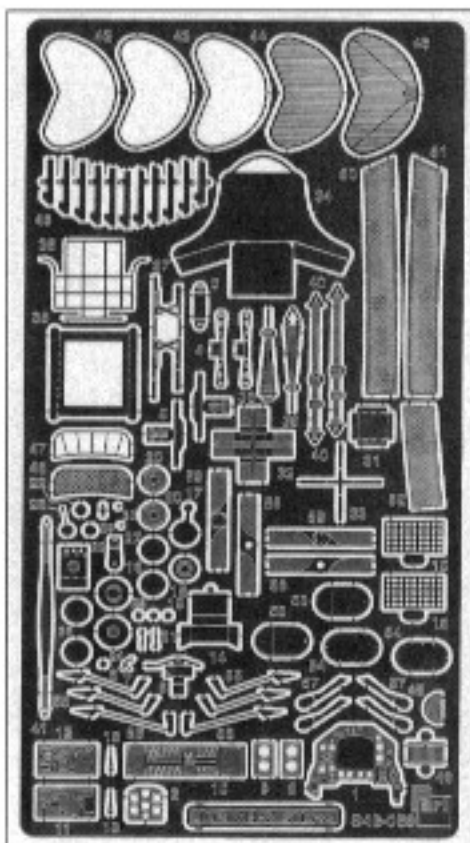
Type: Detail Set

Designed for: Hasegawa kit

Parts: (1 Fret) Etched Brass 96, Acetate 5

Price: £TBA

Includes: Rudder pedals, gunsight, radio equipment, instrument panel (with acetate backing), pilot and gunner's seats (with harness), chin radiator matrix and shutters, wheel spin siren generator, aileron counter weights and wing fillet anti-slip strips.



S48-058

Subject: Junkers Ju 87D-5

Scale: 1/48th **Product No.:** S48-059

Type: Detail Set **Designed for:** Hasegawa kit

Parts: (1 Fret) Etched Brass 93, Acetate 5

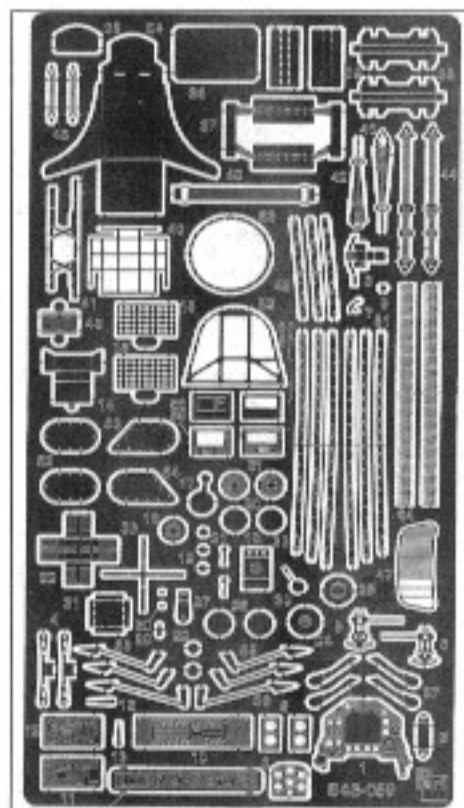
Price: £TBA

Includes: Rudder pedals, gunsight, instrument panel (with acetate backing film), radio equipment, sidewall details, pilot and gunner's seats (with harness), dive brakes, DF loop and cover, aileron counter weight and wing fillet anti-slip strips.

Each of these sets is up to the usual very high standards we expect from PART. The brass used is thin and easy to work with, and the level of detail achieved is extremely good. All of the sets can be highly recommended to those of you used to working with etched brass.

Our thanks to Jadar-Model s.c. for the review samples. UK stockists include Andy Pack Models and Aeroclub.

Worldwide Enquiries: Jadar-Model s.c. (see Address List Page)



S48-059

Matador Models

1/72nd Scale

Subject: Albion AM 463 RAF 4x2 2 Ton crane truck with Coles Mk I crane

Scale: 1/72nd Scale **Product No.:** AA72.24

Type: Accessory

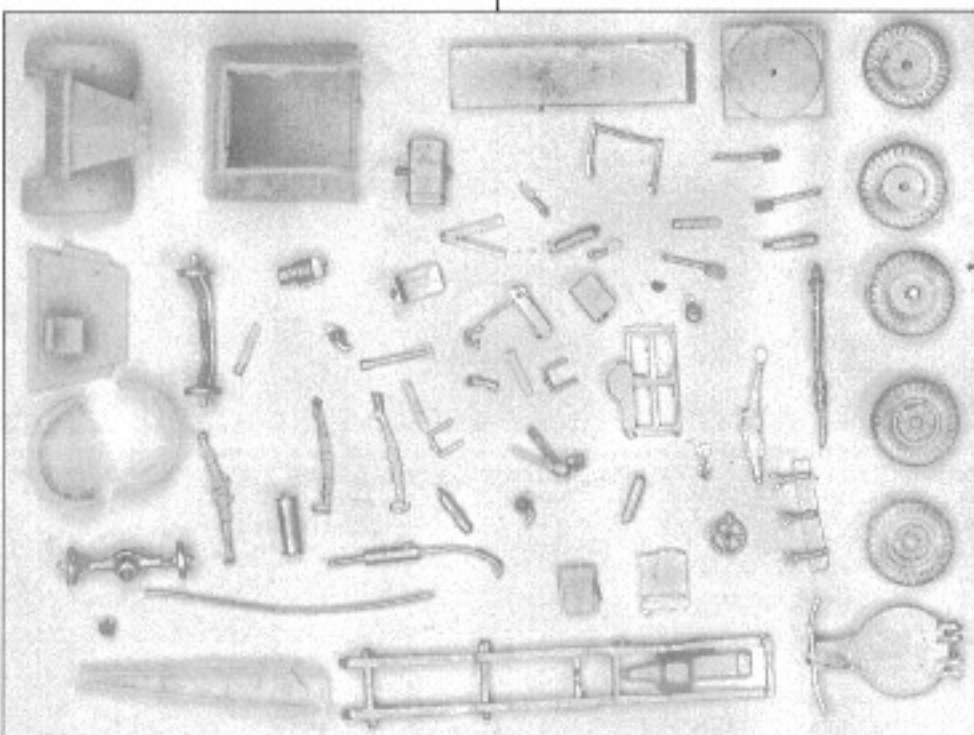
Designed for: N/A

Parts: Resin 6, White Metal 56

Price: £TBA

in plastic rod or wire. The resin parts are well cast, although there is flash evident on most of them, and a few air bubbles on the undersides. The white metal parts are again well cast, but they all have flash and some of the really small parts are going to prove difficult to hold whilst being cleaned.

Overall this is another nice little addition



AA72.24

In this kit you get the main chassis as white metal, along with the wheels and smaller details, and the cab, interior, bonnet and wheel arches in resin. Unfortunately the crane jib is in resin (bad choice) and very fragile. This would be best replaced with a copy made

to the series. Modellers with experience of mixed-media kits will enjoy this one.

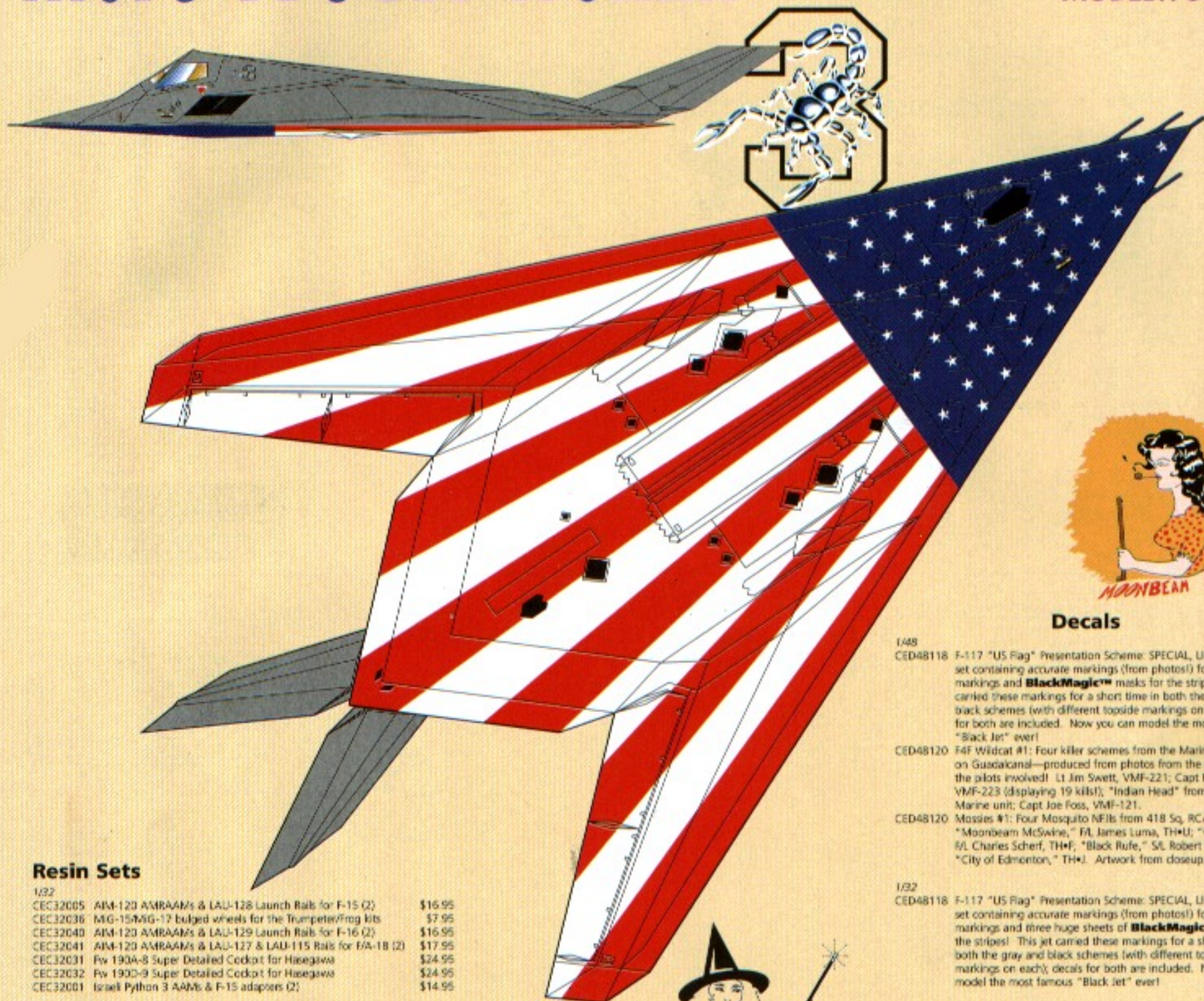
Our thanks to Matador Models for the review sample

Worldwide Enquiries: Matador Models (See Address List Page)

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MODELWORKS



Resin Sets

1/32	CEC32005	AIM-120 AMRAAMs & LAU-128 Launch Rails for F-15 (2)	\$16.95
	CEC32036	MIG-15/MIG-17 bulged wheels for the Trumpeter/Frog kits	\$7.95
	CEC32040	AIM-120 AMRAAMs & LAU-129 Launch Rails for F-16 (2)	\$16.95
	CEC32041	AIM-120 AMRAAMs & LAU-127 & LAU-115 Rails for F/A-18 (2)	\$17.95
	CEC32031	Pv 190A-8 Super Detailed Cockpit for Hasegawa	\$24.95
	CEC32032	Pv 190D-9 Super Detailed Cockpit for Hasegawa	\$24.95
	CEC32001	Israeli Python 3 AAMs & F-15 adapters (2)	\$14.95

1/48	CEC48167	Marin Baker H5 Ejection Seats (2) for ALL F-4s (except F-4E) until about 1970, US & Foreign. (WITH cast belts)	\$9.95
	CEC48176	Marin Baker H5 Ejection Seats (2) for ALL F-4s (except F-4E) until about 1970, US & Foreign. (WITHOUT cast belts)	\$9.95
	CEC48040	AC-47 Gun Set with both types of guns/mounts and cargo compartment fittings!	\$22.95
	CEC48044	B-17C/D/SF Detailed Radio Compartment for Revell or Monogram \$13.95	
	CEC48053	EA-55 Conversion: fixes the extensive mistakes in the Revell kit; includes fixes for the wings, pylons, ECM, and fuselage	\$18.95
	CEC48055	Israeli Python 3 AAMs & F-15 Adapters (2)	\$8.95
	CEC48059	AIM-120 AMRAAMs & LAU-128 Launch Rails for F-15 (2)	\$9.95
	CEC48069	Tiny Tim 11.75" Rocket with F7F Pylon	\$9.95
	CEC48070	Tiny Tim 11.75" Rockets (2)	\$9.95
	CEC48075	Captor Mine, Carried on A-6s, EA-6s, S-3s, F/A-18s, and B-52s (for that 1/48 Buff you've been hankering to scratchbuild!)	\$7.95
	CEC48085	He 111Z "Zwilling" Conversion (requires two Monogram He 111 kits) \$49.95	
	CEC48087	BF 109Z "Zwilling" Conversion (requires two Hobbycraft BF 109G-2/3 kits) \$29.95	
	CEC48088	LC-130 Ski Conversion Set for Testors/Talen C-130	\$19.95
	CEC48090	F4F-3S Wildcatfish Conversion for Tamiya—parts remastered in resin & white metal!	\$39.95
	CEC48109	P6F Corrected Cowling for Hasegawa. Corrects the horribly misshapen cowling in the Hasegawa kits, and includes oil cooler/cargo intakes detail!	\$11.95
	CEC48120	Browning .50 Caliber Flexible Machine Guns (2 gorgeous cast brass guns) \$9.95	
	CEC48177	F-80 Shooting Star Super Detailed Cockpit	\$14.95
	CEC48178	AIM-120 AMRAAMs & LAU-129 Launch Rails for F-16 (2)	\$9.95
	CEC48179	AIM-120 AMRAAMs & LAU-127 & LAU-115 Launch Rails for F/A-18 (2) \$9.95	

1/72	CEC72003	LC-130 Ski Conversion Set for any C-130 kit	\$12.95
	CEC72004	LANTIRN Targeting & Navigation Pods with pylons	\$4.95



Decals

1/48	CEC48118	F-117 "US Flag" Presentation Scheme: SPECIAL, LIMITED RUN set containing accurate markings (from photos!) for the special markings and BlackMagic™ masks for the stripes! This jet carried these markings for a short time in both the gray and black schemes (with different topside markings on each); decals for both are included. Now you can model the most famous "Black Jet" ever!	\$14.95
	CEC48120	F4F Wildcat #1: Four killer schemes from the Marine contingent on Guadalcanal—produced from photos from the collections of the pilots involved! Lt Jim Swett, VMF-221; Capt Marion Carl, VMF-223 (displaying 19 kills!); "Indian Head" from unknown Marine unit; Capt Joe Foss, VMF-121.	\$8.95
	CEC48120	Mossies #1: Four Mosquito NFlls from 418 Sq, RCAF: "Moonbeam McSwine," FL James Luma, TH+U; "Cousin Jake," FL Charles Scherf, TH+P; "Black Rufe," SL Robert Kipp, TH+M; "City of Edmonton," TH+J. Artwork from closeup photos! \$8.95	

1/32	CEC48118	F-117 "US Flag" Presentation Scheme: SPECIAL, LIMITED RUN set containing accurate markings (from photos!) for the special markings and three huge sheets of BlackMagic™ masks for the stripes! This jet carried these markings for a short time in both the gray and black schemes (with different topside markings on each); decals for both are included. Now you can model the most famous "Black Jet" ever!	\$14.95
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Our famous accurate precut paint masking sets for popular modeling subjects. "Way more than 600 sets now available!"

1/32	CEBM32051	P6F Helicat Canopy & Wheel Hub Masks for Hasegawa	\$5.99
	CEBM32052	MIG-17 Canopy Masks for Trumpeter/Frog	\$5.99

1/48	CEBM48394	A6M2-N Rufe Canopy & Wheel Hub Masks for Tamiya	\$4.99
	CEBM48395	B6N2 JF Canopy & Wheel Hub Masks for Hasegawa	\$6.99
	CEBM48396	F3F-1 Canopy & Wheel Hub Masks for Accurate Miniatures	\$4.99
	CEBM48397	P-47D Canopy & Wheel Hub Masks for Hasegawa	\$4.99
	CEBM48398	Hs 129 Canopy & Wheel Hub Masks for Hasegawa	\$4.99
	CEBM48399	Yak-15 Canopy & Wheel Hub Masks for Czech Master	\$4.99
	CEBM48400	Yak-9 Canopy & Wheel Hub Masks for ICM	\$4.99
	CEBM48401	F-84E Canopy & Wheel Hub Masks for CEC48165 (Tamiya)	\$5.99
	CEBM48402	F-84E Canopy & Wheel Hub Masks for CEC48166 (ProModeler)	\$5.99

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Books

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MIG-21 New price! £3.00 Mig-23ML £7.95
Su-22 New price! £3.50 Mig-29 £8.50
MIG-24 £7.45 Su-26 £9.50

There are now two ranges of books published by 4 plus. The series featuring Russian post war aircraft will continue to expand; the next title will probably be



MIG-19. Under the new house name of Mark 1, the first title has now been published; Westland Wessex £7.50 plus P&P. The HAS-1, HAS-3, HAS-3.1, HC-2, HCC-4, HU-5 and Mk 50 Srs variants are described with 1/72nd drawings and photographs in the familiar 4 Plus manner.

Westland Lynx book NEW £7.50

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Zlinex: an English Language, Czech-produced series

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more post free. Overseas one 60p, two to four £1.00,

more than four £2.00.



Resin and etched brass detailing sets

1/72nd scale

A001 Avenger LVT £3.45

A002 Avenger Cockpit £3.45

A003 ME115G Details £11.40

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A0958 Avia S-199 Cockpit £

Kits at War

There are four new sheets in this popular series by Dutch Decals, all of which link into existing or recently released kits and conversions.

1/72nd Scale

K7/2 - Early War

1. Bristol Blenheim Mk I, K7040, '61/V' of No. 61 Sqn, RAF Hemswell, 1938.
2. Bristol Blenheim No. 114 Sqn, RAF Wyton, 1937.
3. A.W. Whitley Mk II, K7233, '51/P' of No. 51 Sqn, RAF Linton-on-Ouse, 1938.
4. H.P. Hampden Mk I, L4080, JW'D of No. 44 Sqn, RAF Waddington, 1939.
5. Fairey Battle, K9308, OX'S of No. 40 Sqn, RAF Abingdon, 1939.
6. Avro Anson Mk I, N5314, UA'M of No. 269 Sqn, RAF Wick, 1939.

All of these options are Dark Earth and Dark Green over Night (Black).

K7/3

1. Avro Manchester Mk I, L7316, EM-U of No. 207 Sqn, 1941.
2. Avro Lancaster Mk I, L7533, KM-K of No. 44 Sqn, 1942.
3. Spitfire Mk Vb, JU-H of No. 111 Sqn, RAF Debden, 1941.
4. Fortress Mk III, KJ121, 6G-B of No. 223 Sqn, 100 Grp, RAF Oulton, 1944.
5. Fortress Mk III, HB774, BU-G of No. 214 Sqn, 100 Grp, RAF Sculthorpe/Oulton, 1944.
6. Liberator Mk VI, TT343, 6G-W of No. 223 Sqn, 100 Grp, RAF Oulton, 1944.
7. Harvard Mk I, P5823, 'K' of No. 14 FTS, 1939-41.
8. Gloster Meteor Mk IV, EE455, RAF High Speed Flight, 1945.

Options 1, 2, 4 & 5 are Dark Earth and Dark Green over Night (Black), while options 3 and 6 are Night (Black) overall, option 7 is Dark Earth and Dark Green over Trainer Yellow and option 8 is Trainer Yellow overall.

1/48th scale

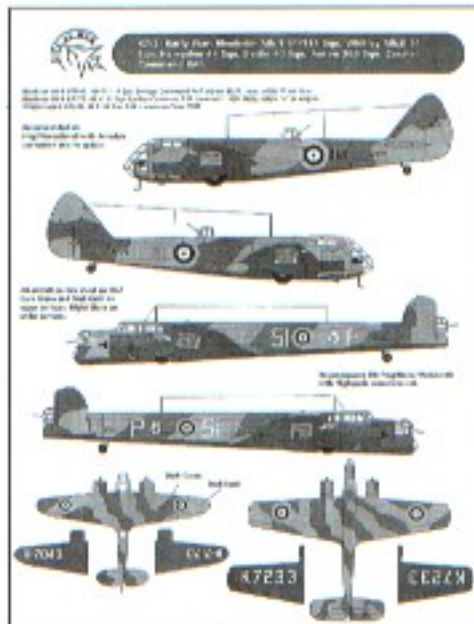
K4/4

1. Harvard Mk I, P5823, 'K' of No. 14 FTS, 1939-41.
2. Beaufighter F Mk II, T3099, W9Q of No. 789 Sqn, FAA, 1945.
3. Hornet F Mk 3, PX366, 'E' of No. 80 Sqn, RAF Kai Tak, 1954.
4. Spitfire Mk I, K9987, RB-V of No. 66 Sqn, RAF Upwood, 1939.
5. Spitfire Mk Vb, JU-H of No. 111 Sqn, RAF Debden, 1941.
6. Spitfire Mk IIc, P8131, AQ-C of No. 276 Sqn, 1943.

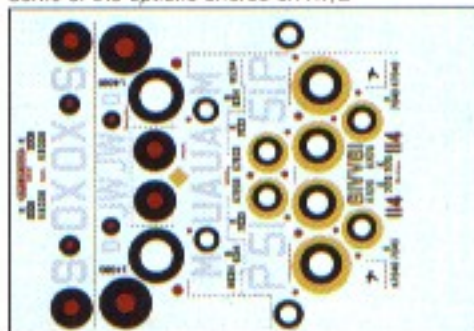
Option 1 is Dark Earth and Dark Green over Trainer Yellow, option 2 is silver overall, option 3 is Dark Green and Dark Sea Grey over PRU Blue, option 4 is Dark Earth and Dark Green over Night (Black) overall and option 6 is Dark Green and Ocean Grey over Medium Sea Grey.

K4/5

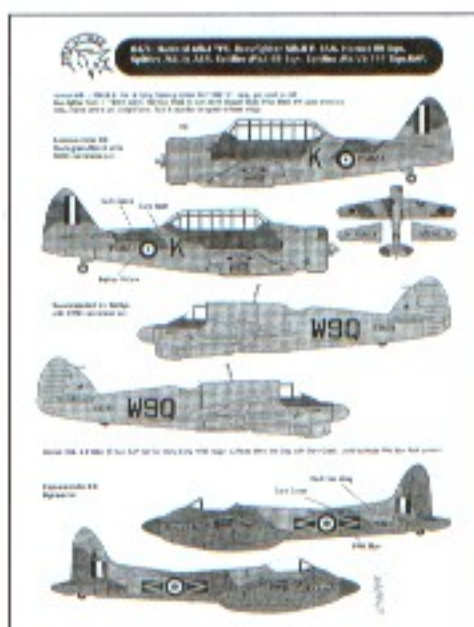
1. Avro Manchester Mk I, L7316, EM-U of No. 207 Sqn, 1941.
2. Avro Lancaster Mk I, L7533, KM-K of



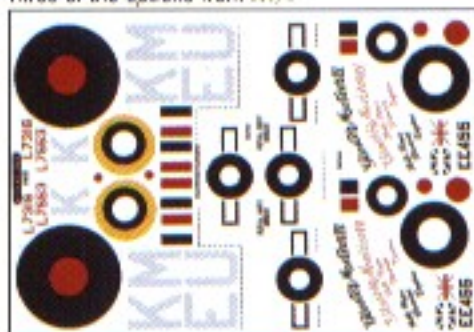
Some of the options offered on K7/2



The decal sheet from K7/2



Three of the options from K4/4

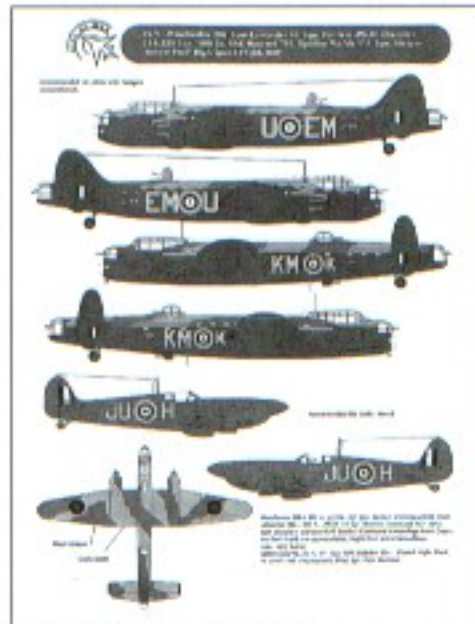


The decal sheet from K4/4

- No. 44 Sqn, 1942.
3. Gloster Meteor Mk IV, EE455, RAF High Speed Flight, 1945.
4. Seafire FR Mk III, NN621, N/115 of No. 801/880 Sqn, FAA, HMS Implacable, 1945.

Options 1 & 2 are Dark Earth and Dark Green over Night (Black), option 3 is Trainer Yellow overall and option 4 is Dark Slate Grey and Extra Dark Sea Grey over Sky.

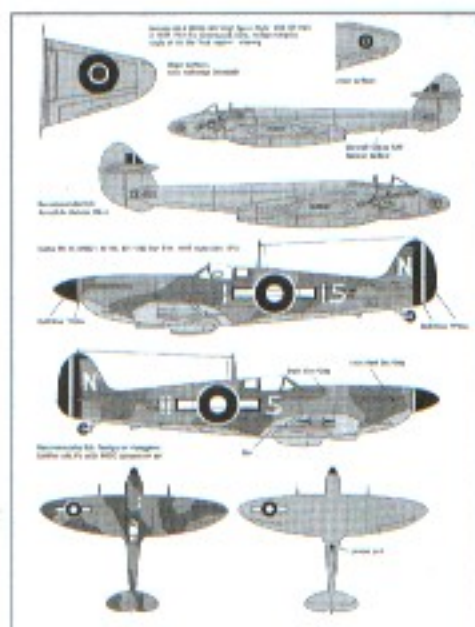
The smaller scale sheets include all the unique and national insignia for each option, while the larger scale versions, due to their size, only offer one set of each style of national insignia plus the unique markings. The decals themselves are to the highest standards, with perfect register and colour density, and they can



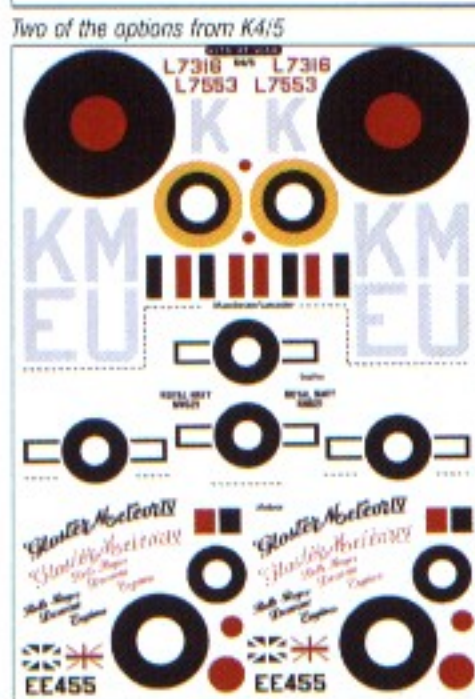
Three of the options from K7/3



The decal sheet from K7/3



Two of the options from K4/5



The decal sheet from K4/5

be highly recommended to all.

Our thanks to Kits at War (Dutch Decals) for the review samples.

Worldwide Enquiries: Dutch Decals (see Address List Page)
Examples can be obtained in the UK via Aeroclub, ED Models and Hannants.

News

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each will appear in a future edition.

Albatros Modelworks

This is a new firm from Mexico and their first four sheets have been passed to us for review.

1/72nd Scale

ALC/72-001. The Southern Flying Tigers

1. MIG-29S 'Fulcrum C' of Grupo Aereo No.6, Escuadron 611, Jose Abelardo Quinones AFB.
2. Mirage 5P3 & 5P4.
3. MiG-24 'Hind E' of Grupo Aereo 2, Escu. 211.
4. Sukhoi Su-22M2 'Fitter J' of Group 11 'Los Tigres' based at Mariano Melgar AFB, La Joya. Three options including an experimental camouflage scheme.
5. Sukhoi Su-22A 'Fitter F' of Escuadron 111 'Los Tigres' based at Capitan Montes Talara AFB, El Pato. Three options including a green and brown camouflaged example and an upgraded Su-22A with in-flight refuelling probe.

ALC/72-002 The Caribbean Falcons

1. MIG-23BN, 'Black 22' flown by Maj. Lorenzo Perez Orestes when he defected to the USA in March 1991.
2. MIG-23MS 'Red 210' flown in the Angolan Civil War and operated and maintained by Cuban personnel until 1989.
3. MIG-23MS 'Red 206'.
4. MiG-17 'Fresco', 'Red 232'.
5. MIG-15 'Fagot', 'Red 27'.
6. MIG-29A. Four options: 'Red 917' and 'Red 900' plus 'Black 911' and 'Black 912'.
7. Mirage 2000P/DP, Escuadron 411 & 412, Grupo Aereo de Caza 4, Maraino Melgar AFB, La Joya.
8. MIG-21PFM, 'Black 663'.
9. MIG-21MF, 'Red 518' & 'Red 602'.
10. MIG-21bis, 'Red 371'.

1/48th Scale

ALC/48-001. The Southern Flying Tigers

This is just a scaled-up version of ALC/72-001 listed previously.

ALC/48-002 The Caribbean Falcons

This is just a scaled-up version of ALC/72-002 listed previously.

The decal sheets themselves are excellent, being of the same quality as those we have seen from Aztec lately. The only down point is the instructions, which although beautifully produced, are at times very confusing. UK stockist of the range is Hannants, and each sheet retails for £6.50.

Tally Ho!

This month sees the release of two new sheets, in either 1/72nd or 1/48th scale, that deal with the P-40.

72 008 Curtiss P-40

1. P-40M-1-CU, KH-51, HLeLv 32, Karelia, Finland, 1944.
2. P-40M, 'White 99' of the Soviet Air Force, Leningrad, 1943.
3. P-40M-10-CU, 'White 23' of the 191 IAP, Soviet Air Force, Leningrad, 1943. This machine was flown by Lt. V.A. Ryevin.
4. P-40N-15, No. 78 Sqn, RAAF, Noemfoor Island, 1944. This machine was flown by Lt Sgt. D. Smith.

1/48th Scale

48 004 Curtiss P-40

This is a scaled-up version of 72 008 offering the same four options. The decal sheets in both cases include all unique and national insignia for each option along with one complete set of stencils.

WingMan

This is a new range of decals researched in Sweden and printed in the UK. The first subject to be covered is the Mosquito in Swedish A.F. service.

1/72nd Scale

WM72001 J-30 Mosquito

1. 'Red H', 30041, No. 1 Squadron, F1 Wing
2. 'Blue B', 30012, No. 2 Squadron, F1 Wing.
3. 'Yellow B', 30034, No. 3 Squadron, F1 Wing.

1/48th Scale

WM48001 J-30 Mosquito

This is just a scaled-up version of WM72001, offering the same three options. The decal sheets themselves include all the unique markings for each option, but just one set of national insignia. The set also contains nearly all the stencils

continues

in both English and Swedish and it will be up to the modeller to do further research and decide which is applied. Currently these decals can be ordered from the Swedish Air Force SIG in the UK and Rebel Hobby and Hobbybokhandeln in Sweden. Prices are SEK 89 (\$10) for the 1/72nd scale sheet and SEK 179 (\$20) for the 1/48th scale version.

Tauro Decals

Another mass of Italian Air Force related decals have just been released by this manufacturer, and samples of each have been passed to us for review.

1/72nd Scale

ART. 72/571 Italian Lo-viz Tornado

- 1. Tornado IDS, MM.7035, 156° Gr., 36° Stormo, Gioia del Colle, 1998
- 2. Tornado ECR, MM.7045, 155° Gr., 50° St., Piacenza S. Damiano, 1998.
- 3. Tornado IDS, MM.7088, 154° Gr., 6° St., Brescia-Ghedi, 1996.
- 4. Tornado IDS, MM.7061, 156° Gr., 36° St., Cameri, October 1997.
- 5. Tornado IDS, MM.7005, 102° Gr., 6° St., Brescia-Ghedi, 1996.
- 6. Tornado IDS, MM.70??, 156° Gr., 36° St., Gioia del Colle, 1995.
- 7. Tornado IDS trainer, MM.55002, 155° Gr., 6° St., Ghedi-Brescia, 1985.
- 8. Tornado IDS trainer, MM.55004, 154° Gr., 6° St., Brescia-Ghedi, 1996.

1/48th Scale

ART. 48/505 Italian Serials; Tornado & F-104

This sheet includes a large selection of white and black stencils that are suitable for Italian A.F. Tornados and F-104s. The instructions also list all serial number allocations per type, along with six colour side views of F-104s and one of a Tornado showing their application.

ART.48/515 Italian Roundels; SH-34, AB-205, AB-206 and MH-500

- 1. SB2-C Helldiver, ??228/MM.80036 of 86° Gruppo autonomo antisom, Taranto-Grottaglia, 1954.
- 2. SB2-C Helldiver, ??212, Marina Militare Italiana, Cabanis Field, Corpus Christi, 1952.
- 3. SB2-C Helldiver, ??350/MM.4686, 86° Gruppo autonomo antisom, Taranto-Grottaglia, 1958.
- 4. Agusta Bell AB.206, MM.80620, 44° Gr., Squadroni EM 'ERI', 4° Ragg. Ale 'Altair', Venaria Reale, 1988.
- 5. Agusta Bell AB.206, PS-19, Gruppo elicotteri della Polizia di Stato, Malpensa, 1990.
- 6. Agusta Bell AB.206A1, MM.80919, 1° Nucleo Elicotteri Carabinieri, Torino, 1989.
- 7. Agusta Bell AB.205A, MM.80709, 54° Gr. Squadroni EM 'CEFE0', 4° Ragg. ALE 'Altair', Venaria Reale, 1988.
- 8. Agusta Bell AB.205A, MM.80780, 12° Nucleo Elicotteri Carabinieri, Cantania Fontanarossa, 1988.

ART.48/567 Italian Lo-viz Tornado

- 1. Tornado IDS, MM.70??, 156° Gr., 36° St., Gioia del Colle, 1995.
- 2. Tornado IDS, MM.7088, 154° Gr., 6° St., Brescia-Ghedi, 1996.
- 3. Tornado IDS trainer, MM.55004, 154° Gr., 6° St., Brescia-Ghedi, 1996.
- 4. Tornado IDS, MM.7005, 102° Gr., 6° St., Brescia-Ghedi, 1996.
- 5. Tornado ECR, MM.7045, 155° Gr., 50° St., Piacenza S. Damiano, 1998.
- 6. Tornado IDS, MM.7035, 156° Gr., 36° Stormo, Gioia del Colle, 1998

1/32nd Scale

ART.32/503 Italian Roundels; Tornado, F-104 & F-86.

This sheet offers a selection of Italian Air Force roundels that are suitable for the Tornado, F-104 Stafighter and F-86 Sabre.

ART.32/504 Italian Serials; Tornado, F-104

This is just a scaled-up version of the 1/48th scale sheet reviewed elsewhere (ART.48/505), albeit that this scale means there are fewer actual serials offered.

ART.32/526 Italian Lo-viz Tornado Data Stencils

This sheet includes one complete set of low visibility stencils for an Italian Air Force Tornado IDS.

ART.32/532 Italian Lo-viz Tornado Insignia

- 1. Tornado IDS, MM.7074, Gulf War, Kuwait City, January 1991.
- 2. Tornado IDS, MM.7088, 154° Gr., 6° St., Brescia-Ghedi, 1996.
- 3. Tornado IDS, MM.7061, 156° Gr., 36° St., Cameri-Ott, 1997.

Cloud Master

Also produced by Dutch Decals, this range has just had the following two new sheets added to it.

1/72nd Scale

72/8

- 1. DH.89 Rapide, PH-OTA, KLM Aerocarto, Schiphol, The Netherlands, 1953-62.
- 2. L-749A Constellation, c/no. 2640, 'Arnhem', PH-LDD, KLM, Schiphol, The Netherlands, 1953-63
- 3. L-749A Constellation, c/no. 2641, 'Utrecht', PH-TFE, KLM, Schiphol, The Netherlands, 1953-63
- 4. L-749A Constellation, c/no. 2641, 'Utrecht', PH-TFE, KLM, Schiphol, The Netherlands, 1953-63
- 5. L-749A Constellation, PH-LDD, c/no.25640, 'Arnhem', KLM, Schiphol, The Netherlands, 1953-63.

The second option for each L-749A is to depict the difference between the 1950-51 or 1953-63 paint schemes, the former being overall bare metal with Blue lettering, and the latter overall bare metal with lettering in a streamer and a White roof.

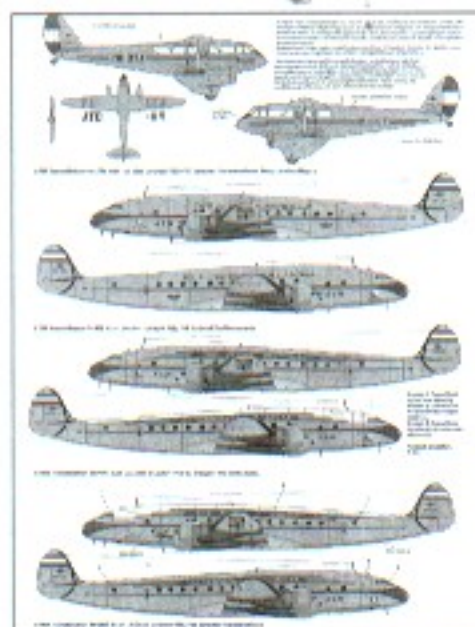
72/9

- 1. L-749A Constellation, c/no. 2544, BOAC, G-ANVD 'Beverley', 1955-7.
- 2. DC-6A, c/no. 4547, British Eagle, G-ARMY, 1963-4.

Each option is a combination of bare metal and Gloss White on the fuselage (with

red cheatlines on the DC-6A) and bare metal and Light Grey on the wings.

The size of the subjects in this scale does mean that the decal sheets are large, even with only two options on the sheet. The decals themselves are very well printed with perfect register and each includes all the cheatlines etc. Highly recommended to all



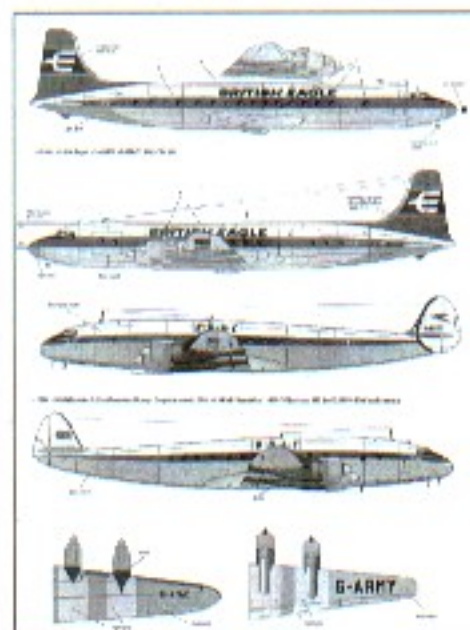
All of the potential schemes offered on 72/8



The decal sheet from 72/8

airliner fans.

Our thanks to Cloud Master (Dutch Decals) for the review samples.



The two options on 72/9



The decal sheet from 72/9

Worldwide Enquiries: Dutch Decals (see Address List Page)
Examples can be obtained in the UK via Aeroclub, ED Models and Harnants.

Eagle Strike

Seven new sheets have recently been released by this manufacturer, three of which are in 1/72nd scale and the others in 1/32nd scale.

1/72nd Scale

72010 - Spitfire Fighters Pt.I

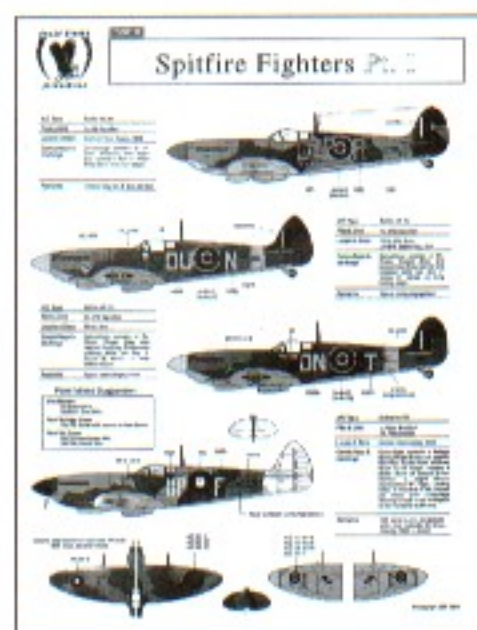
- 1. Spitfire Mk Vb, EP888, WR-R of No.40 Sqn, Southern Italy, 1943.
- 2. Spitfire Mk IXc, ML296, DU-N of No.312 Sqn, RAF Lympne, September 1944.
- 3. Spitfire Mk IXc, MJ832, DN-T of No.416 Sqn, RCAF, 1944.
- 4. Spitfire Mk VIII, A58-517 of No.79 Sqn, RAAF, 1944.

Option 1 is Dark Earth and Middlestone over Azure Blue, options 2 & 3 are Dark Green and Ocean Grey over Medium Sea Grey and option 4 is Foliage Green and Mixed Green over Medium Sea Grey with the entire tail in White.

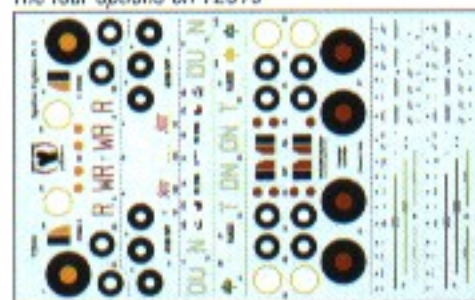
72011 - Mustang Fighters Pt.II (P-51B/C)

- 1. P-51C, 43-245959 of the 26th Fighter Squadron (FS), 51st Fighter Group (FG), China, 1944.
- 2. Mustang III, FB241 of No. 112 Sqn, Italy, 1945.
- 3. P-51B, 42-106839 of the 374th FS, 361st FG, Little Walden, 1944.
- 4. P-51B/C of the 99th FS, 332nd FG, Dortmund, 1944.

Options 1, 3 & 4 are all bare metal overall with Olive Drab anti-dazzle panels



The four options on 72010

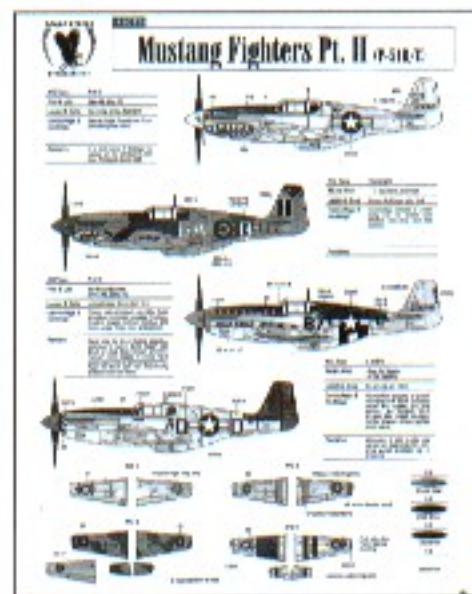


The decal sheet from 72010

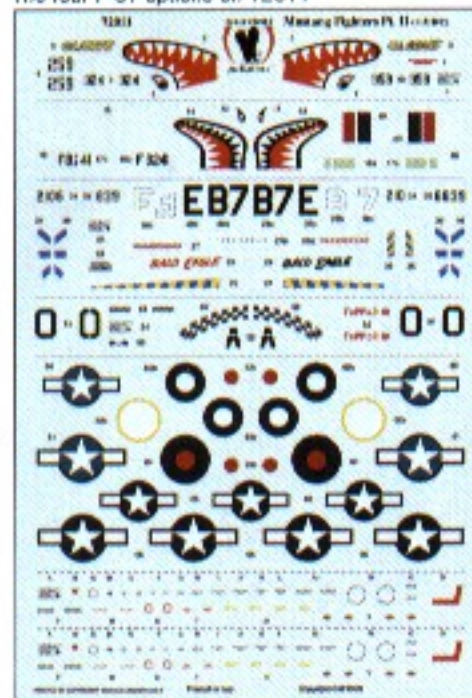
and squadron colours on the spinner and/or tail, while option 2 is Dark Green and Ocean Grey over Medium Sea Grey.

72012 - Bf 109 Fighters Pt.I

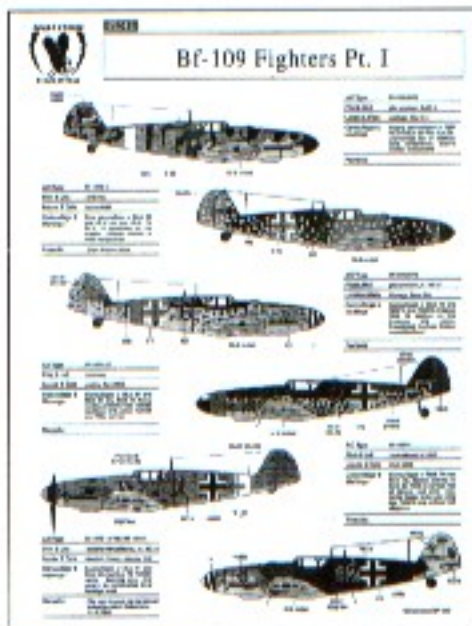
- 1. Bf 109G6/R3, 'Yellow 8' of 3./JG 4, Maniago, 1944.
- 2. Bf 109G-6 from an unknown unit in 1945.
- 3. Bf 109G-6/R3, 'Red 16' of 8./JG 53,



The four P-51 options on 72011



The decal sheet from 72011



The six options on 72012



The decal sheet from 72012

Maniaco, 1944.

- 4. Bf 109G-10, 'Green 22' from an unknown unit in 1945.
- 5. Bf 109F-4, 'Yellow 12' from 6./JG 3, Sicily, 1942.
- 6. Bf 109G-14, 'Blue 2' of 16./JG 53, Halstroff, France, 1945.

Option 1 is RLM 79/80/78, option 2 is RLM 82/83/76, option 3 is RLM 74/75/79/76, option 4 is RLM 81/82/76, option 5 is RLM 79/78 and option 6 is RLM 81/83/76.

1/32nd Scale

32010 - V.N. Warriors F-4E Part 1

- 1. F-4E, 66-380 of the 34th Tactical Fighter Squadron (TFS), 388th Tactical Fighter Wing (TFW), Korat AB, 1969.
- 2. F-4E, 69-531, Holloman AFB, mid-1990s.
- 3. F-4E, 67-339 of the 34th TFS, 388th TFW, Korat AFB, 1969.

Each of these machines is in a standard SEAC camouflage scheme with natural metal wing leading edges.

32011 - V.N. Warriors F-4D Part 2

- 1. F-4D, 68-723 of the 13th TFS, 432nd TFW, 1969.
- 2. F-4D, 66-8775 of the 480th TRS, 366th TRW, Da Nang, 1969.

Both of these machine are in the standard SEAC camouflage scheme.

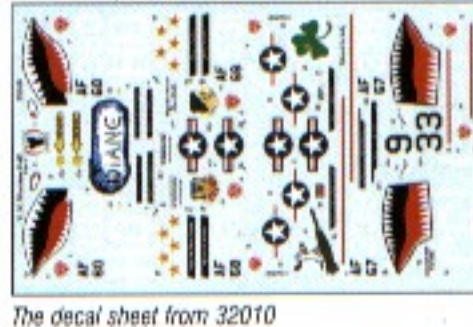
32012 - Hellcat Aces

- 1. F6F-5 Hellcat flown by Cmdr. D. McCampbell, CVG-15, USS Essex, 1944.
- 2. F6F-3 Hellcat, 'White 19' flown by Lt A. Vraciu, VF-6, USS Intrepid, 1944.
- 3. F6F-5 Hellcat, 'White 12' flown by Lt (j.g.) C Nooy & R. Hawkins, VF-31, USS Cabot, 1944.

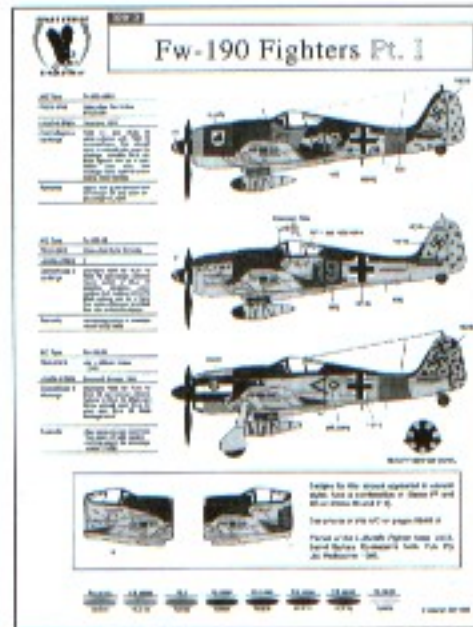
Options 1 & 3 are Gloss Sea Blue overall, while option 2 is Semi-gloss Sea Blue, Intermediate Blue and White.



The three options on 32010



The decal sheet from 32010



The three options on 32013



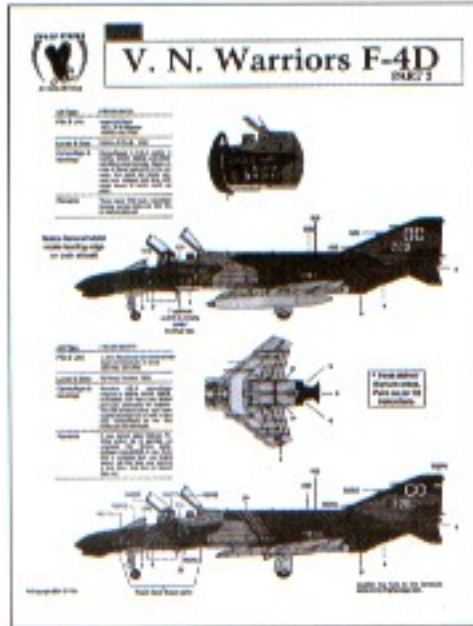
The decal sheet from 32013

32013 - Fw 190 Fighters Part I

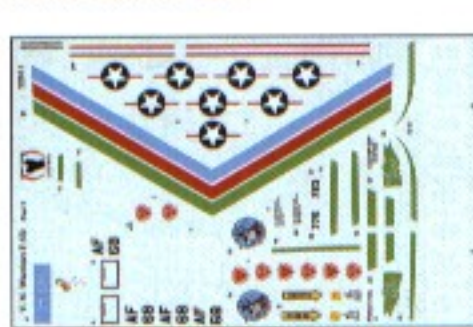
- 1. Fw 190A-8/R8, 'Yellow 12' of III./JG 300, November 1944.
- 2. Fw 190A-8, 'Red 19' flown by Ernst Schröder.
- 3. Fw 190A-7, flown by Oblt Wilhelm Krebs of I./JG 1, Dortmund, 1944.

Each of these options is RLM74/75 over 76 with a variety of squadron colours on the nose. Option 1 and 3 also have RVD bands on the rear fuselage.

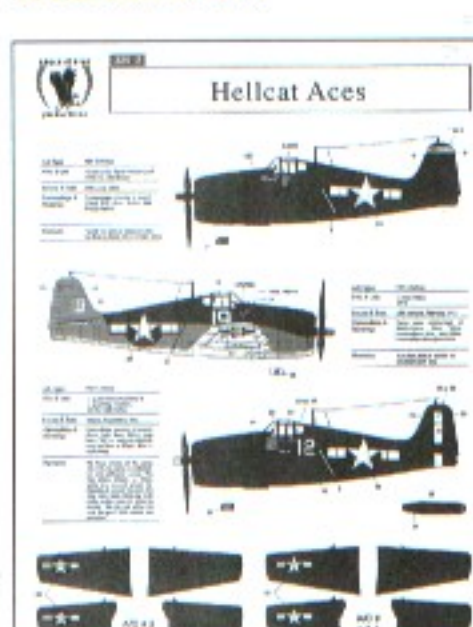
Each sheet features all the unique markings for each option along with a selection of stencils and national insignia. The 1/72nd scale sheets seem to include most of the national insignia required, while the larger scale examples, other than the F-4 sheets, only include a small number of national insignia.



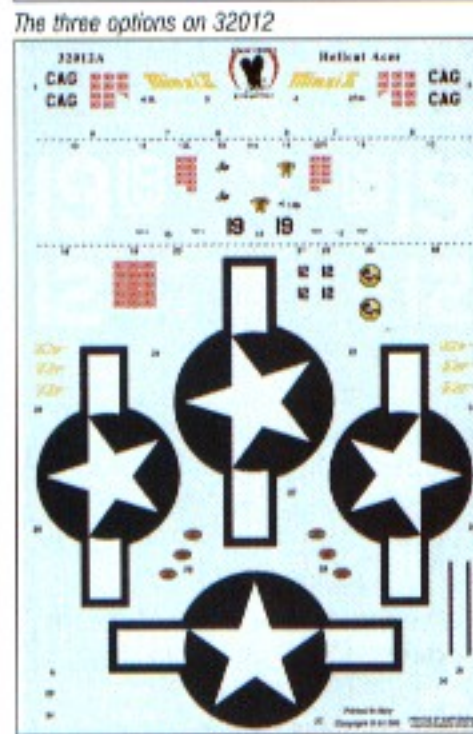
The two options on 32011



The decal sheet from 32011



The three options on 32012



The decal sheet from 32012

The quality of the decals is excellent and they can be recommended to all.

Our thanks to Eagle Strike for the review samples.

Worldwide Enquiries: Eagle Strike Productions (see Address List Page) Examples can be obtained in the UK via Hannants.

- 4. Tornado IDS, MM.7005, 102° Gr, 6° St, Brescia-Ghedì, 1996.
- 5. Tornado IDS, MM.7077, 156° Gr, 36° St, Gioia del Colle, 1995.
- 6. Tornado IDS trainer, MM.55002, 155° Gr, 6° St, Ghedi-Brescia, 1985.
- 7. Tornado IDS trainer, MM.55004, 154° gr, 6° St, Brescia-Ghedì, 1996.
- 8. Tornado ECR, MM.7045, 155° gr, 50° St, Piacenza S.Damiano, 1998.
- 9. Tornado IDS, MM.7035, 156° Gr, 36° St, Gioia del Colle, 1998.

EagleCals

Two new sheets have just been produced by this manufacturer to coincide with the release of the Hasegawa kit of the Hs 129.

1/48th Scale

#EC48-17 Hs 129 Panzerjäger

- 1. Hs 129B-2 'Blue A', W/Nr. 0296 of 4.(Pz)/Sch.G 2, 1942-3 at El Adem, Libya.
- 2. Hs 129B-2, 'Red J', W/Nr. 0364 of 8.(Pz)/Sch.G 1, May 1943 at Kuban, Russia.
- 3. Hs 129B-2, 'Red L', W/Nr. 140830 of 10.(Pz)/Sch.G 9, July 1943 in Russia.
- 4. Hs 129B-2, 'Purple X', W/Nr. 0278 of 8.(Pz)/Sch.G 2, 1943 at El Aouina, Tunisia.

#EC48-18 Hs 129 Panzerjäger

- 1. Hs 129B-2, 'Yellow 3', W/Nr. 0350 of Pz.Ja.St./JG 51 on the Eastern front in the Spring of 1943.
- 2. Hs 129B-2, 'White K', W/Nr. N/K of 10.(Pz)/SG 9, early 1944 at Proskurov, Russia.
- 3. Hs 129B-2, 'White 327', W/Nr. N/K of 60 Asalt Escadrilla, Grupul 8 Asalt, Rumanian Air Force.
- 4. Hs 129B-2, 'Red F', W/Nr. N/K of 14.(Pz)/SG 9 in Hungary in 1945.

Each sheet retails for \$9.00.

Copper State Models

Two more lozenge fabric decal sheets have been released by Copper State in the last month.

1/28th Scale

CSM 151 - Four Colour (Upper) Lozenge Fabric

CSM 152 - Four Colour (Lower) Lozenge Fabric

Each sheet retails for \$12.99, or \$19.99 for the pair, and they are designed for use with the Revell® Fokker D.VII kit.

Experts-Choice

With the demise of many of the Superscale range of decals (many of those 'out of print' will not be reprinted), I am pleased to say that Experts-Choice have now released four new sheets of USAF national insignia in 1/72nd scale, plus a new F-16 sheet in 1/48th.

1/72nd Scale

72-22

US Blue Bordered National Insignia, 1943-1947. This sheet offers the insignia in 5in graduations from 20in through to 60in.

72-23

US Full Colour National Insignia from 1947

This sheet offers these in 15, 20, 25, 30, 35, 40 and 45 inch diameter.

72-24

US Red Bordered National Insignia, 1943.

This sheet offers roundels in 20, 25, 30, 35, 40, 45, 50, 55 and 60 inch diameter.

72-25

US National Insignia 1918 to 1943 with optional red centres.

Once again this sheet offers roundels in 20, 25, 30, 35, 40, 45, 50, 55 and 60 inch diameter.

1/48th Scale

48-54

F-16C NY ANG & NM ANG

- 1. F-16C, 138th FS, New York Air National Guard, Hancock Field, Syracuse NY, 1998.
- 2. F-16C, 188th FS, New Mexico Air National Guard, Kirtland AFB, NM 1999.
- 3. F-16C, 150th Defence Systems Evaluation Flight, New Mexico Air National Guard, Kirtland AFB, NM, 1999.
- 4. F-16C, 136th FS, 174th FW, New York Air National Guard, Hancock Field, Syracuse, NY 1998.
- 5. F-16C, 188th FS, 150th FW, New Mexico Air National Guard, Kirtland AFB, NM 1999.
- 6. F-16C, 188th FS, 150th FW, New Mexico Air National Guard, Kirtland AFB, NM 1999.

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squadron/signal publications

Walk Around F-86 Sabre

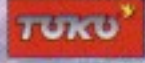
Walk Around Number 21
squadron/signal publications

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5521	Walk Around F-86 Sabre	NEW	Jan	£12.99
1171	DH.2 in Action	NEW	Dec	£5.99
1119	OS2U Kingfisher in Action	Reissue	Jan	£5.99
8263	P-39 Airacobra in Detail (incl P-63)	NEW	Jan	£10.95
1034	B-25 Mitchell in Action	Reissue	Feb	£5.99
1172	Fiat CR32/CR42 in Action	NEW	Mar	£5.99
8254	B-24 Liberator in Detail	NEW	Mar	£10.95

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SM 880 Me Bf.109G5 1944 1:72 £3.99

SM 815 Walrus Mk.2 RNR/RAF 1944 1:48 £3.99

SM 886 SC-1 Seahawk 1945/47 1:72 £4.99

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SM 888 F-16B Falcon Pakistan AP 1983 1:72 £4.99

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RMQ7212 Boeing 307 Stratoliner C-75 (short run) 1:72 £17.95

RPP406 Gloster Javelin FAW 9/5R (ex FROG) 1:72 £3.99

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RTU02 Tupolev 334 Short-range Airliner 1:144 £14.99

RMQ7222 Vickers Varsity Commercial/Vencom Mk.I 1:72 £15.95

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HVC000 Flettner Fl.282 Kolibri 1940 1:48 £17.95

HVC002 Focke Wulf Triebflugel 1944 1:72 £12.95

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HVC003 Me 209 V1/V4 1937 1:72 £3.99

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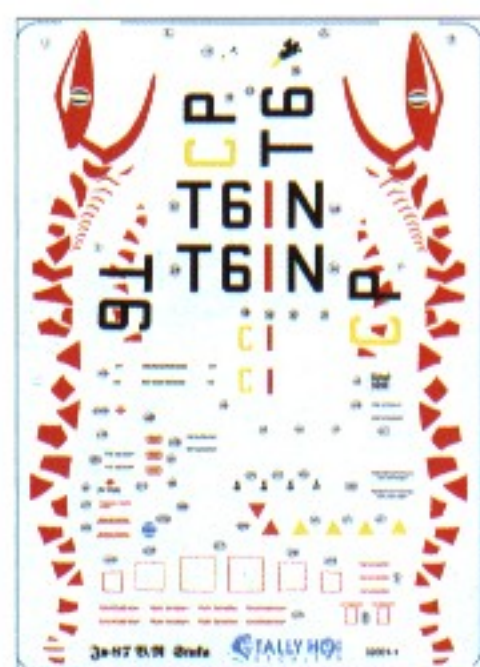
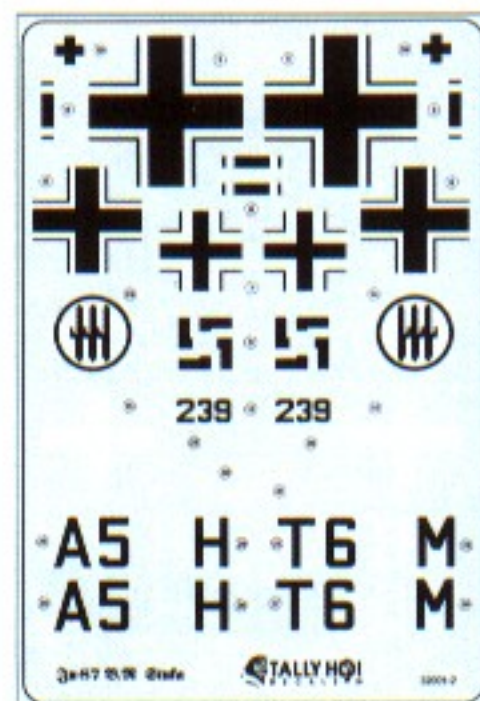
Tally Ho!

The most recent releases from Tally Ho! included two sheets in 1/72nd scale and one in 1/32nd.

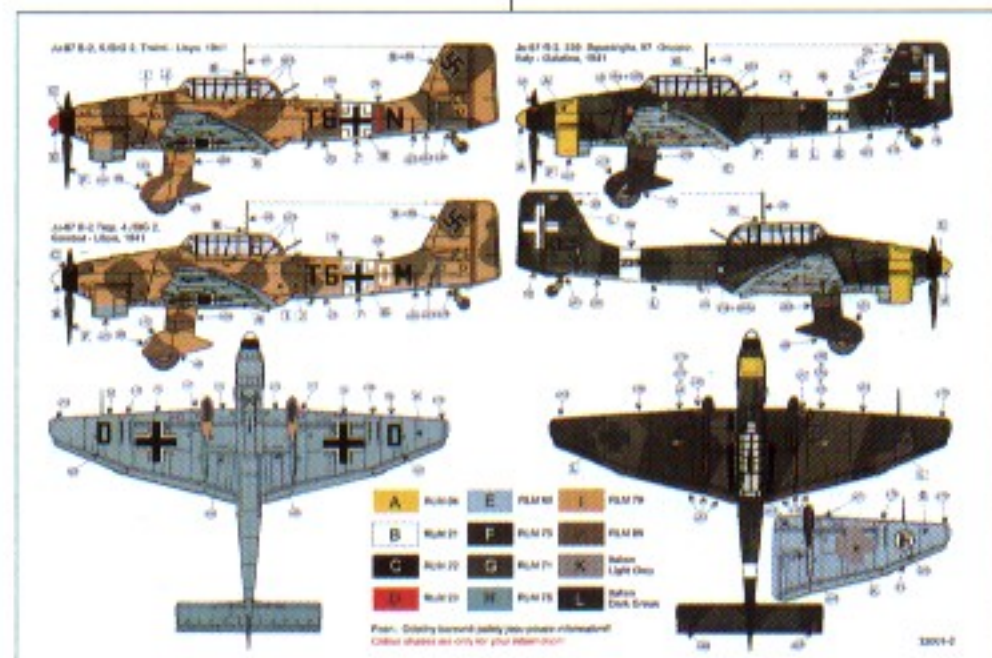
1/72nd Scale

72 006 - Luftwaffe White, Red, Yellow & Black Fighters Codes with Outline

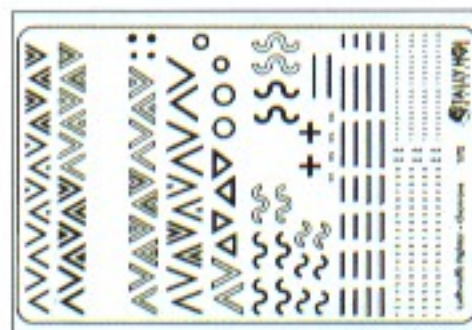
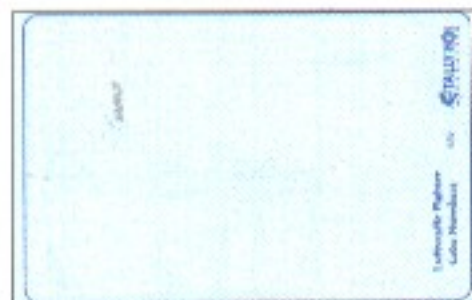
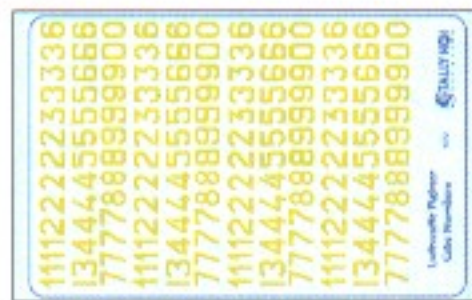
The title says it all really, as this set comprises four sheets of decals offering Luftwaffe fighter styles of code numbers, each of which has black borders. The set also contains a fifth decal sheet offering a selection of chevrons etc.



The two decal sheets from 72 001



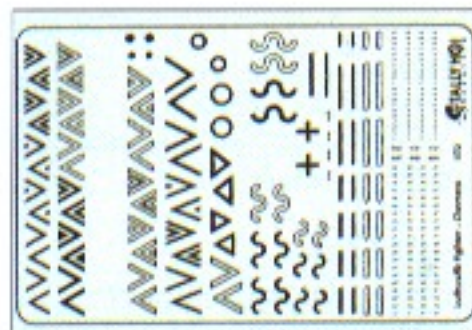
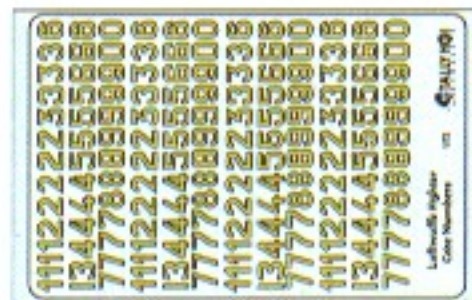
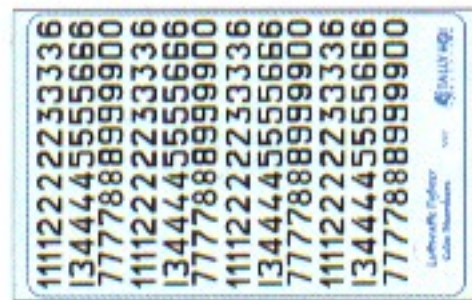
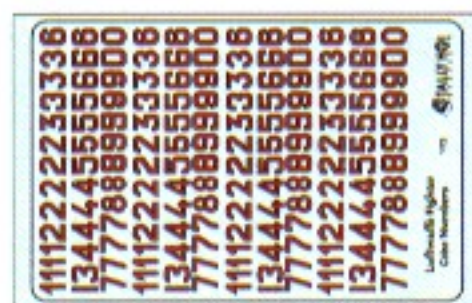
The four options offered on 32 001



All five sheets included in 72 007

72 007 - Luftwaffe White, Red, Yellow & Black Fighters Codes without Outline

This set offers the same four sheets of fighter code numbers, although this time they are all without any borders. The fifth sheet of chevrons etc is also included.



All five sheets included in 72 006

1/32nd Scale

32 001 - Acting Stuka!

This is a scaled up version of the already released 1/72nd and 1/48th scale sheets, and it offers markings for four machines.

- 1. Ju 87B-2, T6+IN, 5/StG.2, Libya, 1941.
- 2. Ju 87R-2, Squadriglia 97, Italy, 1941.
- 3. Ju 87R-2, T6+CP, 6/StG 2, Libya, 1941.
- 4. Ju 87R-2, A5+HH, 1/StG 1, Bulgaria, 1941.

Option three is of course the well known and very colourful 'snake' Ju 87. In this scale the sheets only include one set of national insignia, but the big snake painted on the fuselage of the third option is included in decal form.

Overall these sheets are of excellent quality. The markings sets offer excellent value with a wealth of sheets in each, while the final sheet includes all the unique markings for each option, along with a full set of stencils and national insignia for both Luftwaffe and Italian options. Highly recommended to all Luftwaffe fans.

Our thanks to Tally Ho! for the review samples.

Worldwide Enquiries: Tally Ho! (see Address List Page)



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72016	European Thunderbolts Pt. II (P-47Ds)	\$7.00 (Jan)
72017	Phantoms Phorever Pt. II (Navy F-4s)	\$7.00 (Feb)
72018	Hornets of the Fleet Pt. I (A/F-18 A/Cs) 2 shts	\$8.50 (Jan)
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72020	Phantoms Phorever Pt. II (Navy F-4s)	\$7.50 (Feb)
72021	Kosovo Eagles (F-15s)	\$6.00 (Mar)
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32017	Me262 Stormbirds (single seaters)	TBA (Feb)
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1/48 Scale

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48003	Hornets of the Fleet Pt. II (A/F-18 A/Cs) 3 shts	\$12.00 (Jan)
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48005	Kosovo Eagles (F-15s)	\$6.00 (Mar)



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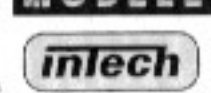
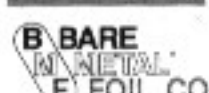
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Tally Ho! ProMask®

With the advent of the recent mass of masking systems, it will come as no surprise to hear of another. Tally Ho! have just launched their own series of die-cut masks and a selection of them have been passed directly to us for review.

The examples we have are as follows:

1/48th Scale

- P48 001 Supermarine Spitfire (Roundels)
- P48 002 Hawker Hurricane (Roundels)
- P48 003 RAF Code Letters 24in (Bold Style)
- P48 004 RAF Code Letters 30in (Bold Style)
- P48 012 USAF National Insignia (Early Type)
- P48 013 USAF National Insignia (Late Style)
- P48 015 RAF Code Letters 24in (Thin Style)

The national insignia sets contains about twelve individual masks, while the code letter sheets have over 70. The masking material itself is self-adhesive, and very reminiscent of artists' masking film. Testing out a small piece proved that it sticks well, adheres to complex curves and will remove without any problems. I am impressed with these new masks from Tally Ho! and with eighteen in the initial series, they should prove popular. The unit price is very low and with subjects like Finnish, IAF, Czechoslovak and Japanese national insignia included in the first releases, I am



The instructions from the ProMask set will give you some idea of what they involve

sure there will be something to suit most modeller's requirements.

As with the other masking systems now on the market, we will try these out and give you some feedback on their use sometime in the future.

Our thanks to Tally Ho! for the review samples

Worldwide Enquiries: Tally Ho! spol s.r.o

Minimeca Modelismo

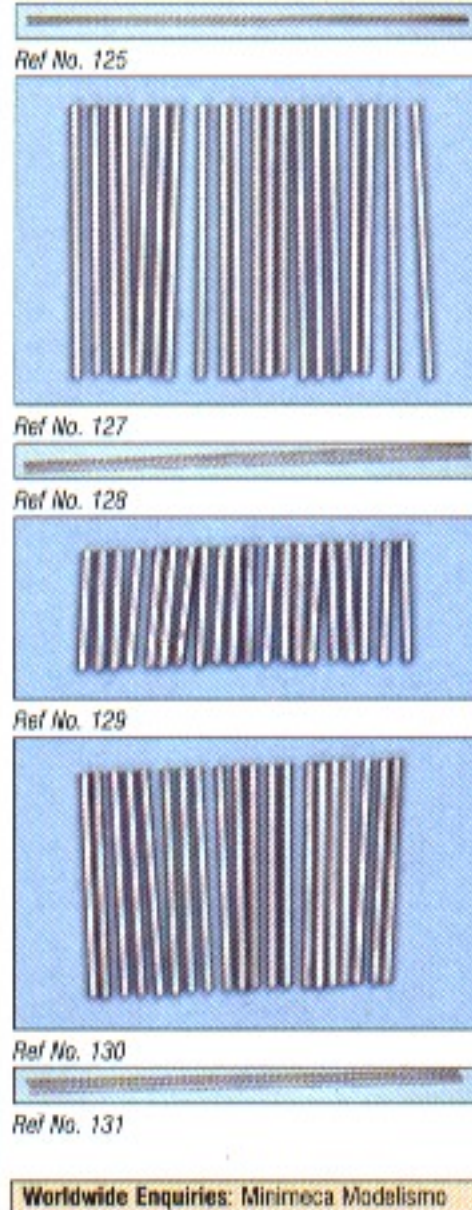
Once again it is time for another batch of extremely useful tubing sets from Minimeca. This month sees the release of nine new products, six of which we can illustrate here.

- Ref No. 125
0.7mm [Dia] x 250mm [Length] (Qty 5)
- Ref No. 127
0.9mm x 20mm (Qty 20)
- Ref No. 128
0.9mm x 250mm (Qty 5)
- Ref No. 129
1.1mm x 10mm (Qty 20)
- Ref No. 130
1.1mm x 20mm (Qty 20)
- Ref No. 131
1.1mm x 250mm (Qty 5)

Also available, but not shown here are 0.7mm x 10mm (Ref No. 123), 0.7mm x 20mm (Ref No. 124) and 0.9mm x 10mm (Ref No. 126), all of which come in packs of 20.

As with all the Minimeca range, these latest additions are very useful and you will be amazed at the effect they have when applied to your models for gun barrels etc, but they are also very good as axle reinforcement etc, or for building frames within a cockpit interior.

Our thanks to Minimeca Modelismo for the review samples.

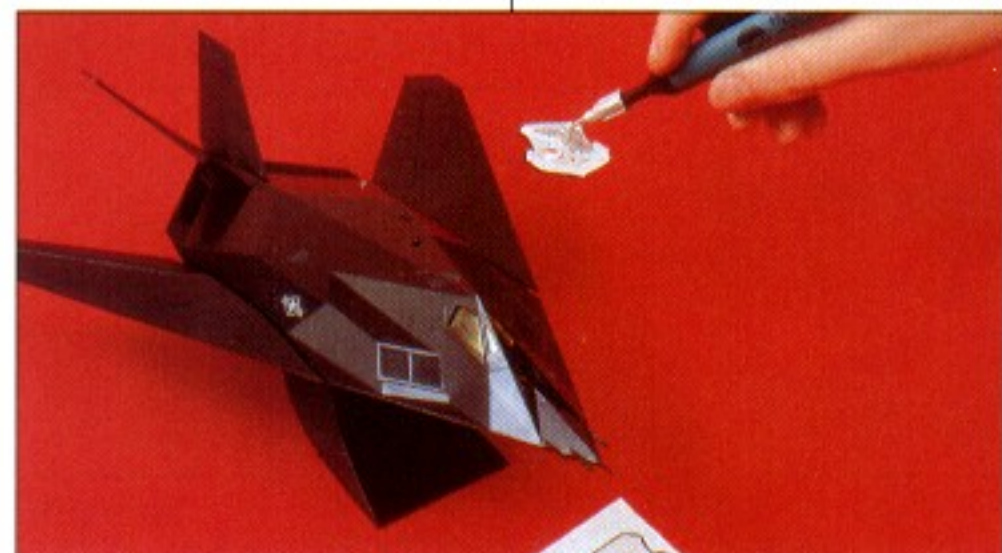


Worldwide Enquiries: Minimeca Modelismo

Virtual Industries Inc

You may recall a while ago we brought you news of a new model handling tool called the ModelPal, well now it seems that the original design has been updated and improved and is now available as the HobbyPal™.

Instead of you having to squeeze the bulb at the end of the tool to create the suction to hold the model component, Virtual have now redesigned the unit with a rigid plastic 'pen' body. The suction is caused via the small trigger on one side of the 'pen' and the suction caps are now installed via an aluminium and metal tip. Once again three sizes of soft rubber cups are included, allowing you to handle items from the smallest right up to the not quite as small!



The HobbyPal™ in use.

We loved the original ModelPal when it first came out, but this revised one looks more resilient and easier to handle. The new trigger design is good, as the old design did require you to squeeze the bulb that made up the body and in so doing this often led to you shaking the whole unit about a bit (not a good idea when delicately placing a very small component on your model!) This new version retails for \$19.95 and all enquiries (including trade) worldwide should be made directly to Virtual Industries in the USA.

Our thanks to Virtual Industries for the review sample.

Worldwide Enquiries: Virtual Industries Inc.



The new HobbyPal™

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1:48				1:48 F-18 HORNET	9.99		
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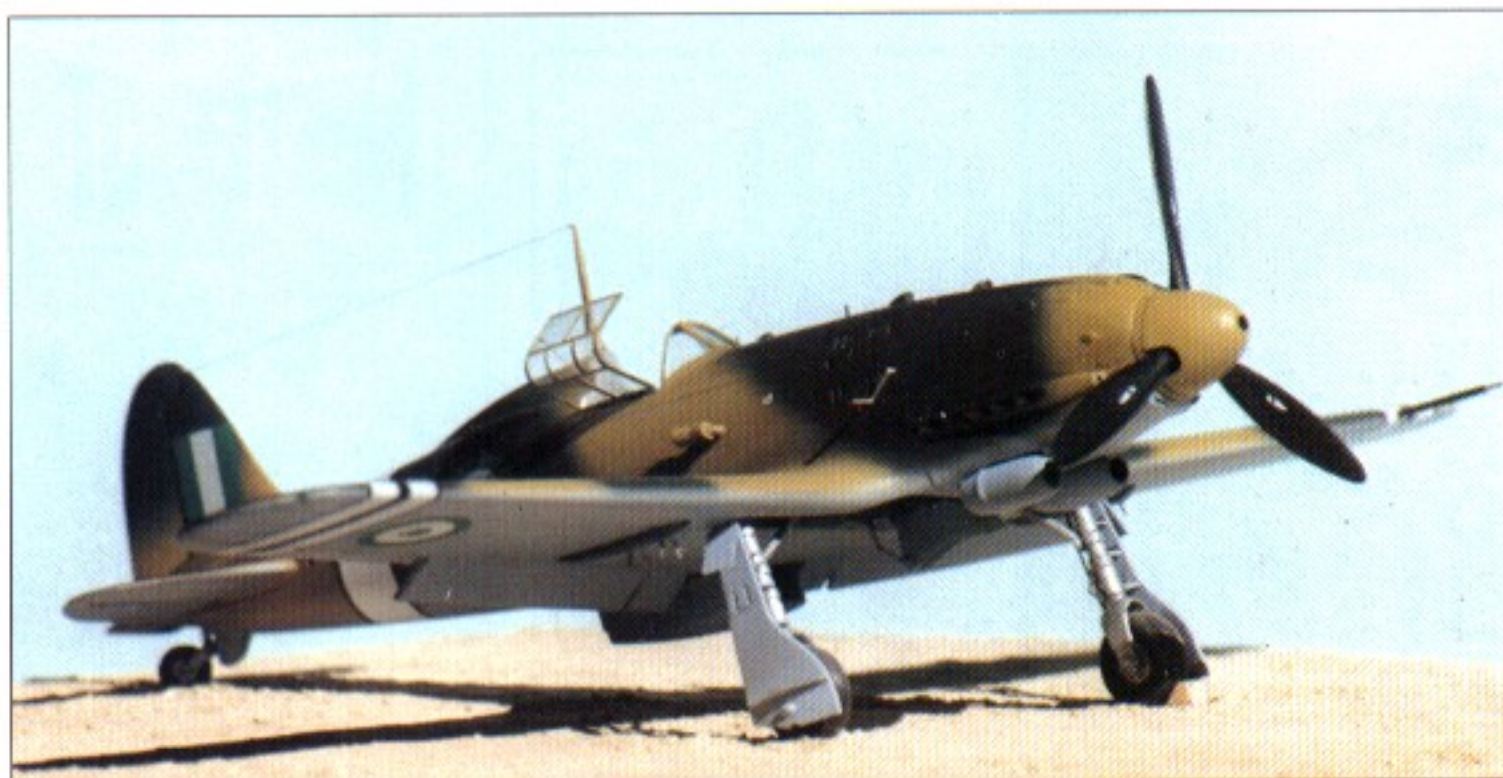
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by Pierluigi Berrone



C.250V Veltro

**Royal
Egyptian
Air Force**
Al Ballah, Egypt,
January 1949



Foreword

As a modeller willing to face new challenges, I wanted to try an 'easy' conversion, possibly starting from a new tooled kit and resulting in a somewhat exotic aircraft, and I soon found the answer thanks to a Third Group Decals sheet. I decided to convert the 1/72nd scale Hasegawa C.202 into a C.205V Veltro of the Royal Egyptian Air Force! Of course, a 1/72nd kit of the Veltro already exists in the Supermodel range and I strongly recommend buying this kit as well (half a dozen pieces will be very useful during this conversion), but I decided the improvements to this C.205V would take far longer than converting the C.202.

Before starting work, I would like to

point out a few things that should be kept in mind throughout the article.

- 1. Veltros were built in several series that involved many subtle variations and, furthermore, single examples sometimes deviated from the 'standard' configuration. The subject of this article, for example, is a series XII C.202 converted after WWII to fulfil the REAF's needs, and it didn't adhere to any standard variant. All details and modifications mentioned in the following article should only be considered valid for No.1214, unless otherwise stated.
- 2. I concentrated my attention on obtaining and interpreting accurate information, starting with all the published sources I could find. Throughout this article I will point out the areas where, because of

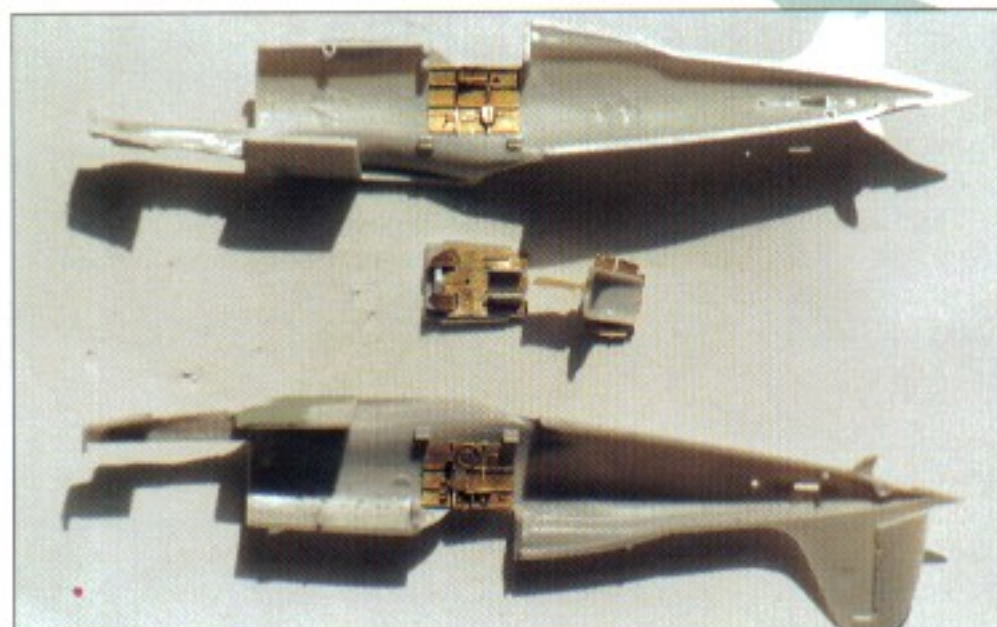
missing or dissimilar information, two or more options might be equally valid. I will also point out the errors I saw too late for correction (If I see them!)

- 3. Finally, I think that 1/48th scale addicts may easily pick up useful details about the subject, which can be applied to the Hasegawa C.205V kit without the need to undertake surgery on that kit's components. At the time of writing, Hasegawa market a re-boxing of their 1/48th scale Veltro in REAF colour and I will refer to their camouflage advice later in this article.

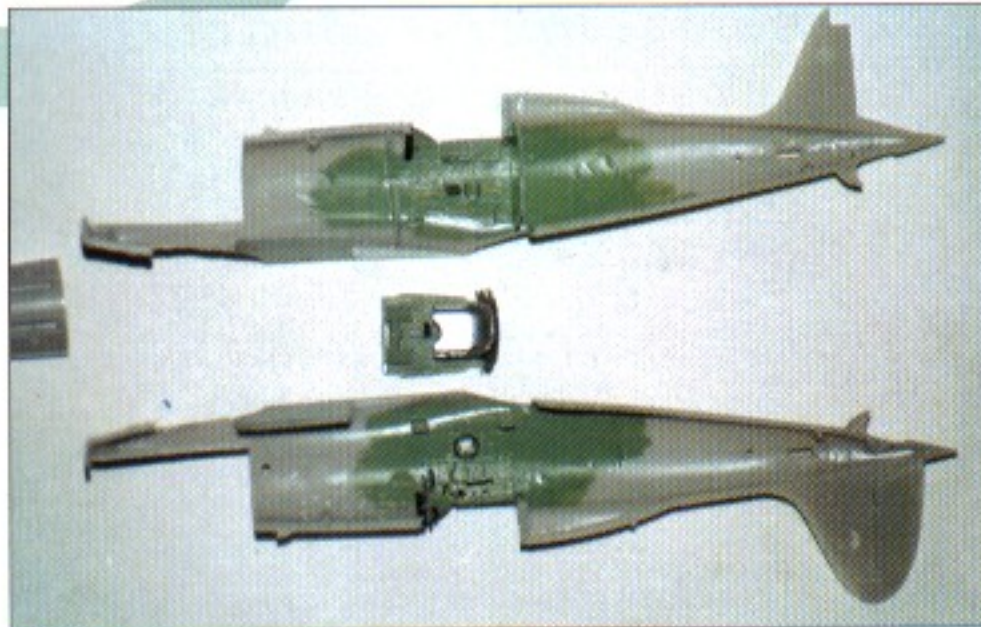
Historical Notes

During 1948, the first war between Egypt and Israel erupted and, because of the embargo established by the USA and UK,

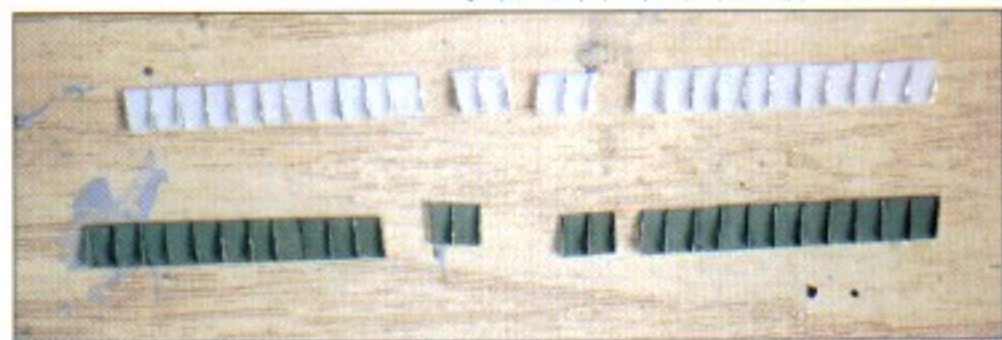
Italy was one of the few countries able and willing to sell weapons to the Arab state. In June, Egypt ordered eight C.250Vs and sixteen C.202s reconditioned to C.205 standard by fitting license-built DB605 engines. Fifteen of these planes were delivered before the end of hostilities in January 1949, and one of them was No.1214; a converted Serie XII Folgore carrying the Italian serial (Matricola Militaire) MM91812 and the temporary code SU-XXM applied before its final REAF identity. This aircraft was accepted on November 11th 1948 and was among the six Egyptian Veltros which were reportedly airworthy by war's end. It's difficult finding details about combat operations, but it's certain that REAF Veltros were used in action against



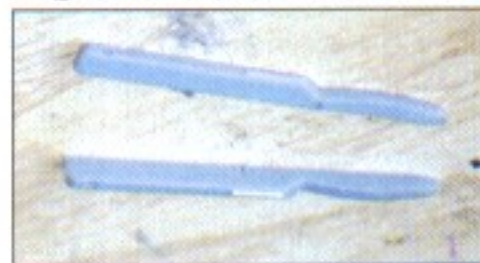
Eduard's etched interior installed



The cockpit interior after painting. Note the new cut-out under the nose



(old and new styles of maps) (reversed and printed)



The raw materials used for the board racks. The journal power tool is very useful at this stage.



Scatchbuit underrange doors

like Serie III examples, or even had post-war apparatus installed. The tail cone can have 1mm (3/64") removed from its tip, if you wish to fit a clear tail light later.

The fuel pump can be represented with a bent electric wire in a hole (not more than 2mm (1/28") in diameter). Other holes you can see on my sketch represent a number of valves, access holes and so on, and are

produced by rotating a very small diameter drill (0.5mm [1/64"]) so that it penetrated the plastic surface by no more than half a millimetre (in the Aero Detail you can see these items and decide whether this representation is acceptable to you). The final preliminary work involves scribbling panel lines in the tail area plus those for the

panels covering the built-in crew access steps; the latter details are shown on Sketch 1 in two different shapes, as illustrated by different sources. I decided to use the more rounded style, as observed on photographs of the real aircraft.

Wings

sections from plasticard, using the open areas in the model as a template, and then fitted the nice etched brass ribs from the Edward set. Warning: each outboard section should have thirteen bits, instead of my

(twelve) Edward offer complete brass flaps, if you like, and I actually tried them before using the above mentioned method. The outboard sections are too long and, apart from this, superglue works much better between brass and plastic. I must also admit that by the end of their assembly, the brass flaps were too distorted to be acceptable!

more sets of good scale plans, will help in locating smaller details. When possible, I used the measurements specified in my

determined by numerous dry-run references, but many measurements can be assemblies of the components. I started with major surgery; that is sawing off the undernose sections that will later be

replaced by the Supermodel C.205 part (See Sketch 1). The precise extent can be determined with the piece in one hand and a saw in the other, as relatively extensive filing will be required anyway. If you are going to

reposition the rudder, you can separate it now. If you wish to build a Veto other than the REAF's Black 1214, check your references. If it's got a retractable tailwheel (standard for new-build, late series C.205s),

now is the time to re-shape the fixed fairing, build the interior of the wheel well and add the doors. Moving down to smaller details, you can see in Sketch 1 the various circular panels (1.7mm [1/16"] approximate

diameter), which have to be scribed on the fuselage. Using the kit's engine cowling bulges as a reference, I built the front bulges on both sides (more bulges will be needed later). Rear bulges (one on each side) are the

first little problem due to differing references; in fact they appear and disappear throughout the C.202 and C.205's development. Some references state the

case for 1214, but the photograph of this machine in Air Enthusiast No.55 shows no rear bulge! If you look at the above

enough to be 100% positive, but I eventually removed the rear bulge from both sides of my model. You might decide otherwise. Once more, if you are building other Velros, check

Next, scratchbuilding: firstly, the 1mm long, 1.5mm wide (3/64" long, 1/16" wide) front air scoop above the engine cowling.

Then, cut lengths of approximately 1 mm diameter stretched sprue which will subsequently be drilled and glued inside the engine cowling to represent the machine gun barrels. Without these items the openings

will be void of any detail. Next were the exhaust stacks, referring to Sketch 1, the kit's parts should be sculpted so that the gas outlets are perpendicular to the aircraft's centreline. This might be

demanding due to the size of the parts involved, but the final result is a good representation of DB605 stacks.

examples, and on all converted C.202s, but 1214 certainly did not have such a fitting. This is likely to be due to the fact that this plane featured a relatively modern radio set,

The Kit

My choice for this article was one of the several boxings of the 1/72nd C.202 by Hasagawa, the rest you might as well scratchbuild. I would recommend the purchase of a Supermodel MC.205V for cannibalisation, as I'm confident you'll be happy with the time and the effort this cheap kit will save you.

Accessories

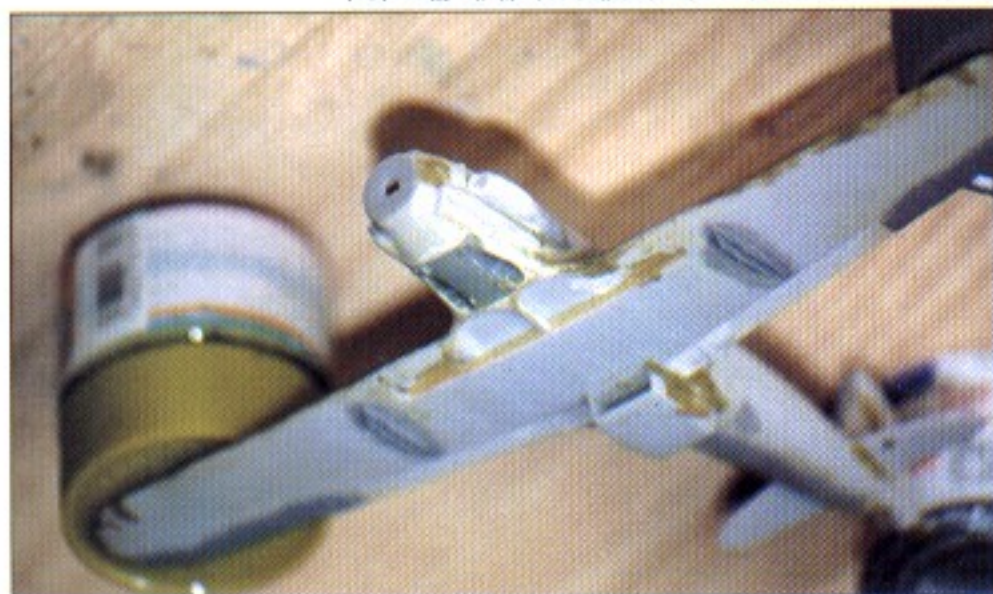
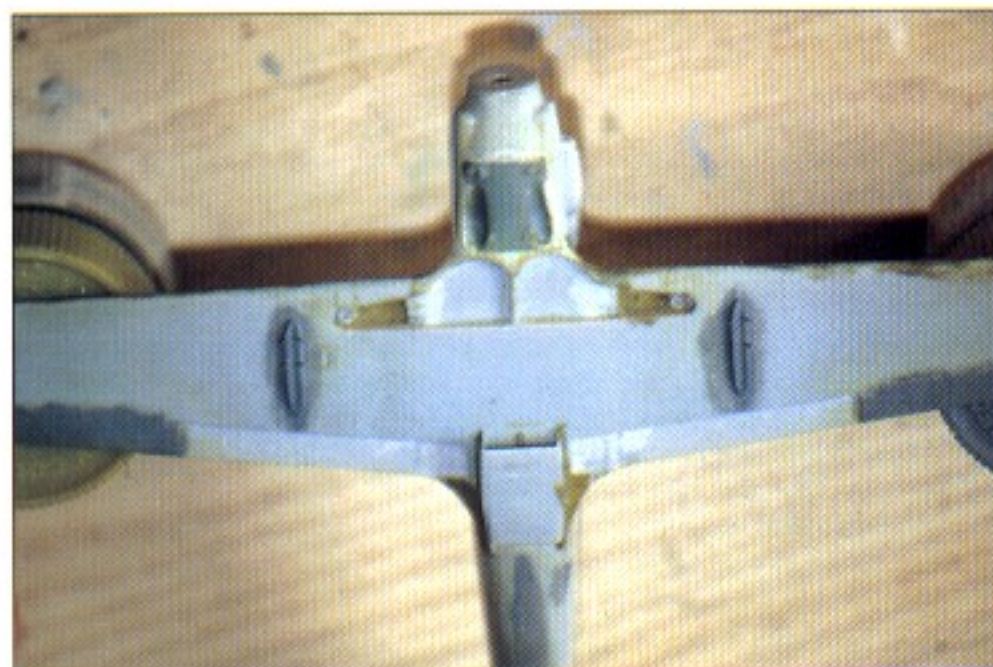
I used Eduard's etched brass set No.72-51, but you may prefer Airwaves 72-67. All of these sets are for the C.202, but as the REAFs C.205Vs were only re-engined

Decals

The Third Group Decal sheet No. 72-013 is must, in fact it offers superb Velcro options comprising two REARF examples, one of which is Black 1214. This sheet is also available in 1/48th scale.

Preliminaries: Fuselage

I carried out as much work as possible as soon as possible, and this made many phases significantly easier. Considering the amount of small details to add and panels to scribe, I do feel that even sketches as



The Supanode tower chain coating installed and with the liner added

Israeli ground targets, although I found no pictures of bomb-laden MC-205Vs to support this. Furthermore, Egyptian Macchis carried out air-to-air sorties and claimed various kills. Only one of these claims coincides with an Israel-admitted loss though. Three Veltros were shot down by hostile fighters (IDF/AF pilots claimed at least 5), while another six were under repair by the war's end.

References, Kits & Accessories

Fortunately there are quite a lot of features and books on this subject, so I have just listed those I actually used for this project.

- Aero Detail No.13: A MUST (also covering MC.200 and MC.202)
- Air Enthusiast No.55: Feature about REAF's Italian fighters including an essential photo of No.1214.
- Air Enthusiast No.57: Additional historical information about REAF's Italian fighters
- Air Enthusiast No.63: A superb article about Israeli Spitfires that tells the story from the opposite side.
- Scale Aviation Modeler Vol.1 Iss 10: Very useful 1/72nd scale plans by Richard J. Caruana.
- Macchi C.202 in Action: Also covers the C.205V.
- Arab Air Forces (Squadron Signal Special) : Very interesting front to back, also covering REAF.
- IPMS Color Cross-Reference Guide: A must for all modellers.
- Hasegawa REAF 1/48th Velcro: Box art and instructions.



Undercarriage units during assembly

Ailerons

You can cut them off now, if you wish to display them in a slightly drooped position. I didn't because I think it is unrealistic displaying parked aircraft with drooped ailerons. Fighter cockpits are usually cramped and, before the pilot gets out, he simply pushes the stick full ahead (resulting in lowered elevators): moving the stick left or right would be just a useless complication in getting out of the aircraft (alternatively you can scratchbuild and install the control column lock in your model, and then the control surfaces can be left in the neutral position - Ed). Back to modelling, all control surfaces are fabric covered, but the raised detail offered by Hasegawa is excessive and I removed it, as the ribs are hardly discernible even on the real aircraft. I later represented them by hand-brushing narrow lines onto the finished model while it was in primer. This resulted in details that are almost invisible, but that is just as they should be.

Navigation Lights

You can cut out the relative portions now, if you wish to replace them with clear plastic later.

Scribing

Here is one more dilemma! New-built C.205Vs featured four inspection panels on each wing. One source describes their shape as almost oval, another as square, but 1214 was a converted C.202, featured no wing guns and possibly retained C.202 wings with no inspection panels at all. Unfortunately, I found no definitive information about this, but eventually chose what I consider the most likely option; scribing rounded panels (See Sketch 1).

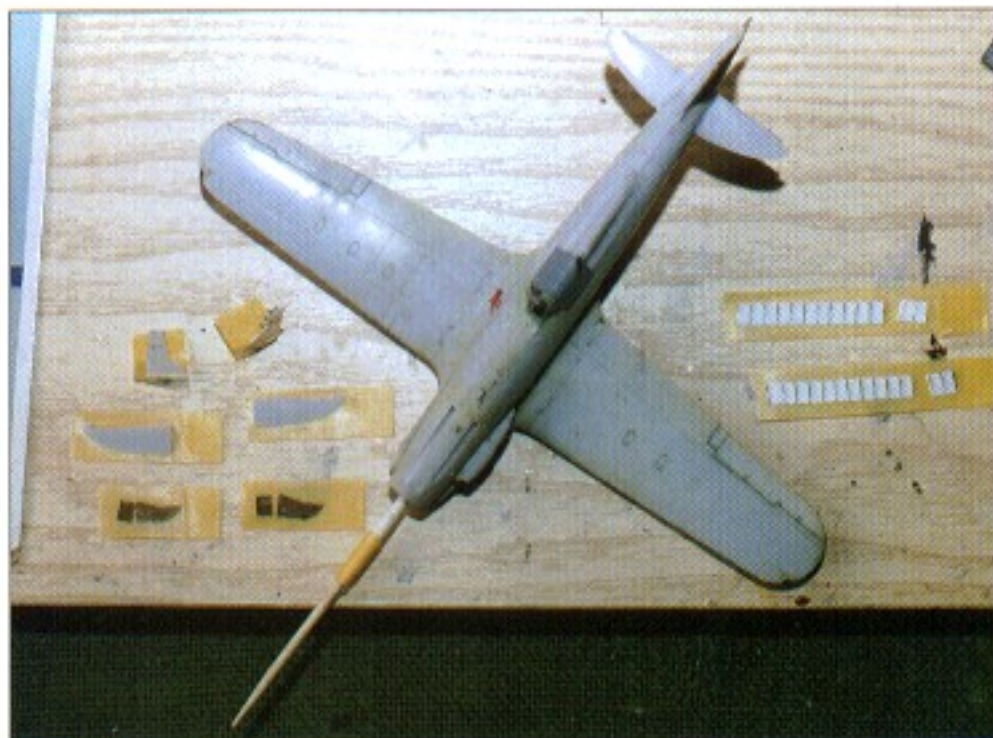


My scratchbuilt undercarriage

Lastly, three circular panels have to be scribed under the wing's centre section.

Wing Guns

Photographic evidence from January 1949 demonstrates that 1214 had no wing cannon or machine guns installed. I would like to know why both Third Group Decals and Hasegawa suggest that 1214 carried



Ready for primer

these guns, did they have photographs showing this plane armed? Usually converted C.202s did feature machine guns, and I would say that the above mentioned photograph might leave uncertainty about their presence as they would have been hardly discernible because of the angle at which the photograph was taken. Newly built C.205Vs were fitted with MG151 guns,

so if you are making a new-build C.205V, barrels from the Supermodel kit can be installed by slightly reducing their cross section. Then you should just represent the cannon underwing details with holes and bulges as shown on the previously mentioned plans.

Cockpit

Cockpit detailing was a milk-run thanks to Eduard's bits, the only problem being caused by the instrument panel, which required the making of a slot in the interior of both fuselage halves to fit properly. Some scratchbuilding is required to fit two plasticard sidewalls, respectively in front and behind the cockpit. The overall colour is probably Verde Interni (Interior Green): a source states it's close to FS595a 34128, while Hasegawa suggest Gunze Sangyo H312 (FS34227). I chose the latter option

and it looks like a good match when compared with photographs. The instrument panel is flat black, the control column's handgrip is leather, while the seat and armoured headrest are aluminium. Unless you are building a Veltro with a retractable tailwheel, the fuselage interior is now finished.

Major Assembly

Assembling the fuselage halves, engine cowlings and supercharger intake is straightforward. At this point, if you are building a Veltro with lowered flaps, you have some additional work to do. Dry-fitting wings and fuselage, you'll notice a hole that would be visible through the inner flap sections' wells. I used plasticard to close the corresponding fuselage void and later, with the wings in place, I filled and sanded as necessary. Now, a note for completeness; if you wish to superdetail the main undercarriage wells, which on the real aircraft lacked a roof and allowed you to see almost up into the engine compartment, now is the time to carry out your work. However, the level of detailing required would be high (see Aero Detail title) and virtually invisible when the model is sitting on its wheels, therefore I only carried out essential work in the wheel wells, about which more later.

Wings

Once I had fixed the two upper wing halves to the single piece lower section and filled as necessary, I dealt with a little imperfection. The upper panel lines wrapping around the leading edge do not match the corresponding underwing panel lines so I decided to fill and rescribe the underwing panel lines. The wing to fuselage assembly was not as good as I expected, as filler was required all along the joint and the rearmost areas required extensive coverage. Furthermore, the wing roots showed subtle plastic shrinkage, which required additional filling and careful sanding.

Undernose

Fitting Supermodel's undernose is just a matter of dry-running and sawing. Once glued in place, a relatively large amount of filler will be required. I applied layers of filler, each separated by a very thin layer of superglue, so that the finished area will be solid enough to support panel rescribing. (Photo 5 or 6). By the way, once you have completed this filling and sanding exercise, you will have completed 90% of the conversion!

Secondary Assembly Radiator.

After fitting Eduard's matrix, front and back, there is some more scratchbuilding to do (See Sketch 2). In the front you will need to add a plasticard plate with relevant stretched sprue supports and in the rear, two crossing braces (careful dry fitting is required to determine the exact dimensions). Once the radiator is glued to the fuselage, more filler will be required. This paragraph applies to all Veltros.

Tail surfaces

Cut the elevators if you wish to display them in the lowered position. See the above paragraph about ailerons for the 'fabric effect problem', which also applies to the elevators.

Propeller

Here is one more area where Supermodel will save you a few hours of work. After assembling the good old C.205V's propeller/spinner group, I removed the massive location axis and sanded the spinner back until its diameter matched the fuselage front. I then put the prop aside ready for painting.

Bomb-rack

These are scratchbuilt and there is no shortcut available I'm afraid! All photographs of Egyptian Veltros I've seen show them with bomb-racks (although they are not shown in the Third Group Decal instruction sheet), and they look identical to the racks sometimes carried by C.200 and C.202. I sculpted my racks starting with 15 x 2.5 x 3mm [19/32" x 3/32" x 7/64"] plastic sections. One of the surfaces was shaped to match the underwing profile approximately 29mm [1 1/64"] off the aircraft centreline (See Photos 5 or 6 plus sketch for shape and position). The opposite face can then be shaped to a rounded profile, with a concavity to match a bomb's section. After fixing the racks in place, I filled as necessary and fitted the four support braces on each



The primer applied

piece. NOTE: after my model was finished, I found better photographs that showed a sort of adapter between the front part of the racks and the wing undersurface; as usual, whenever possible, check references and decide on your own, it's the only way to avoid my interpretational errors!

Bombs

During WWII, a few C.202s were equipped to carry two underwing 50kg bombs (see Aero Detail page 90), but did REAF use Italian bombs or other weapons of a similar weight? Having no information about this, I didn't fit bombs, although they would have added one more point of interest to the model.

Antenna

1214 retained a C.202 antenna mast, but photographic evidence shows Hasegawa's part should be lengthened by approximately 4mm [5/32"] in the constant chord section. In the finishing phase, you will then have to install a thin wire from the top of this mast to tip of the fin.

Venturi tube

It's strange how a 1990s state-of-the-art kit can miss such an aeronautically essential detail! C.202s up to Serie X had the venturi tube fitted under the fuselage, while all subsequent C.202s and C.205Vs had it fitted on the starboard side. In fact, 1214 featured the latter configuration, and I recovered my venturi from a good old Matchbox Provost kit.

Windscreen

Before fitting the windscreen, I added a few little bits. Firstly, the compass body, i.e. a 1mm [3/64"] long, 1mm diameter cylinder to be fitted behind the compass face (Eduard Pt No. 22). A second cylinder (2mm [3/32"] long, 2mm diameter) will be vertically fitted beside the compass, just right of the aircraft centreline. On top of this cylinder (the gunsight), I fitted a 1x1mm [3/64x3/64"] acetate square, representing the lens (by the way, I actually built three of these, before one remained in place!). Then, I fitted the windscreen and the two bead sights (two rods, one immediately in front of the windscreen, the second one farther ahead on the fuselage).

Oil Coolers

Many modellers will wish to fit the two cylindrical chin oil coolers now, but I preferred painting them separately and fitting them just before applying a clear varnish.

By the way, I think this is a good moment to talk about the main wheel wells. As stated previously, I decided to carry out no superdetailing, but just the essential corrections. I filled and sanded inappropriate joint lines and closed the well sides using masking tape; the excess can be easily trimmed with a sharp blade, and I find this is surprisingly effective technique.

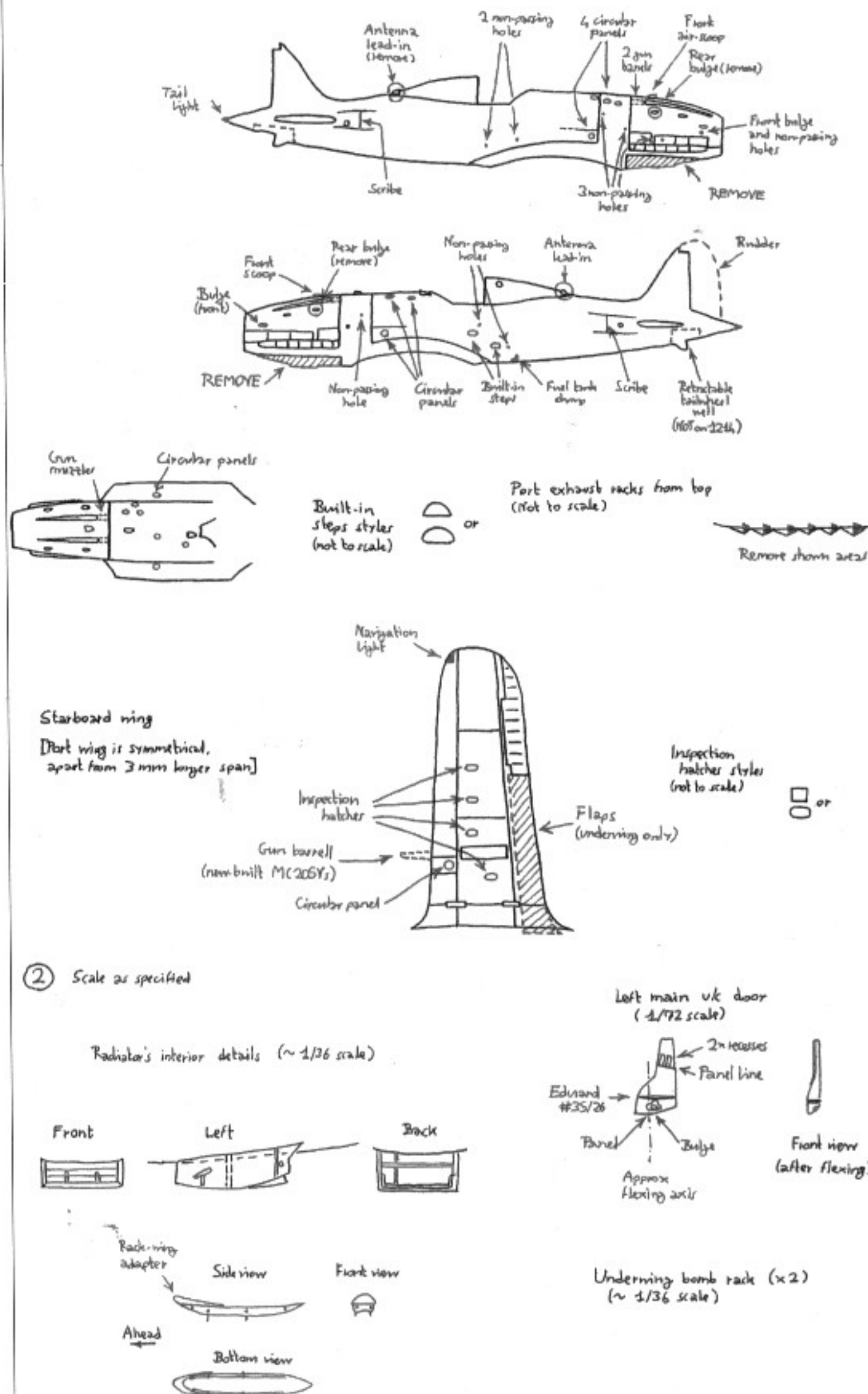
Lastly, you can finish off the airframe's construction by fitting clear plastic navigation lights, if you decided to do so.

Undercarriage

Here is the very last piece of conversion work, but this paragraph includes modifications that might also be useful for

Aer. Macchi C.202-C.205V detailing and conversion

(Scale as specified)





The overall scheme applied

C.202s. I chose a radical approach, leaving untouched just part of the main legs. Some may find the work unrewarding in terms of final effect, but you can decide for yourself whether the result merits the effort (See Photo 9). Back to plastic, I must thank Hasegawa for leaving errors and inaccuracies (sorry, I mean "improvement margins"! even in their 1990s kits, so that modellers can keep their skills sharpened! In this case, the wheel fork is just a half fork; maybe moulding limits made the gear doors too thick to allow the inclusion of the outboard fork half, but, if moulding limits are the reason, WHY did Supermodel's much older C.205 include two fork halves for each leg? Leaving aside doubts about technological evolution, I added the missing fork half, cannibalising them from a second Hasegawa C.202 to save time. To save money you may wish to adapt Supermodel's pieces, or scratchbuild your own. Just keep in mind that the fork (particularly the outboard halves) should be as thin as possible while retaining the strength needed to support

the wheels and, the whole model's weight. Hasegawa's hydraulic retraction cylinders are good. Now it's time to dry-run the wheels (either the originals or the replacements from True Details). I cut a pin into sections to be used as an axle, then positioned the wheels in the fork and got the axle through the first fork hole, through the wheel and lastly through the second fork hole. All of this was achieved only after making all the corrections needed to get the wheels vertically aligned with the oleo legs and with the centreline. I separated the relevant parts and then painted the undercarriage. The tyres need to be very dark grey, weathered to your taste. The wheel centres and legs are aluminium, and I added strips of kitchen aluminium foil around the shock absorbers. Once everything is dry, you can fit the wheels and file, sand and touch-up as necessary. The main legs and tailwheel (which feature similar colours) can therefore be set aside prior to painting. Note that the above modifications are valid for every C.202/205. (Photo 2).



Undersurface

Undercarriage Doors

These parts require much more work. The four smaller sections supplied by Eduard are perfectly adequate, but the two major sections (one to be fixed to each main leg) can just be scratchbuilt, to represent typical C.205V Serie I pieces. Using Eduard's parts as a template, I cut new doors from plasticard. I scribed panel lines, sculpted the two recesses and then fitted Eduard's reinforcements (Pt Nos 25 & 35). Once these have set, the brass malleability will help, gently flexing the front part (See Sketch 2), so that the doors would close perfectly. Lastly, I added a bulge at the bottom of both main doors. Mea culpa: on my model's main doors, I cut a small square in the bottom corner, that would only be valid for late series C.205Vs, so maybe I just got a little



Decals applied

too enthusiastic about this conversion! Once you have your thin, accurately flexed and detailed main gear doors, you can scratchbuild the three horizontal supports for each leg. I used Eduard part numbers 32 to 34 as a reference to scratchbuild my own supports. These can then be easily modified to hold the legs in the proper position with the leg and door vertical, once fixed to the aircraft. At this stage, I did find it necessary to thin down the outboard wheel fork halves. Once the doors are painted in the correct colour (see below), I fixed the main legs to the main doors and added brake pipes. Now the undercarriage is ready to be fixed to the main airframe after painting, and the conversion is 100% complete!

Painting

From now on our C.205V can be treated just like any other model ready for masking and painting. After primer (I used Gunze H317) and touch-ups (expect some additional remedial work under the nose and around the wing roots), the little Veltro is ready to receive its final colours, and this is a controversial point. It seems that everyone agrees that REAF C.205Vs and G.55s received RAF style desert camouflage as soon as they entered service (Middlestone/Dark Earth/Azure Blue), and this is certainly the case with aircraft like S/No.1213. But the second REAF option offered on Third Group decal sheet 72-13, S/No.1214, is an oddity. Photographic evidence shows its upper surfaces carried an undetermined dark green/light brown camouflage. The decal instruction sheet suggests this plane might

have been delivered in an Italian Verde Oliva Scuro (Dark Olive Green, which is variously matched with FS595a 34052, 34079 or 34086) which was then covered with RAF Middlestone (and Azure Blue underneath), but I have strong doubts about this theory. Looking at photographs of 1214 you can clearly see, on the light brown mid-fuselage stripe, signs of the badly overcoated temporary delivery code (SU-XXM). This proves that the temporary code was applied on the would-be Middlestone, which can't therefore have been applied after delivery! I later found information suggesting a much more convincing story; REAF Veltros would have been delivered in overall Nocciola Chiaro 4 (Light Hazel Brown 4, FS30266), and the scheme's Dark Earth was added later in Egypt. Is it therefore likely then that 1214's

light brown might well be Nocciola Chiaro 4. But just to confuse you further, FS30266 is, according to the IPMS Colour Cross-Reference Guide, also a good match for Middlestone! This is not much more than an academic problem though, the real problem is knowing which green the REAF applied on S/No.1214! (To complete the coverage of available information about this subject, I have to mention Hasegawa's opinion about 1214. They show it with wing guns, without bomb-racks and in the above mentioned standard RAF desert scheme. What reference did they use? Is 'their' 1214 the same as the photo published by Air Enthusiast? There are too many discrepancies to consider this theory without first-hand proof). Returning to the colour jars, I chose a green on the dark side of the above mentioned range (FS 34052) in the form of Gunze Sangyo H65 (yes, I know the label says 'RLM 71'); Middlestone (or Nocciola Chiaro 4) is easily replaced with H71 and, finally, I obtained Azure Blue (FS35231) by mixing flat white and H328 (Blue Angels' blue!).

Colour Scheme & Demarcation

The only positively identified portion, (via photographs etc) of the aircraft's colour scheme is the port fuselage. As stated by Third Group Decals, the remainder can be partly deduced (starboard fuselage) or completely left to your judgement (upper wings). Sometimes I prefer less documented (and therefore less 'accurate') colour schemes on my models than the 'familiar' and well known schemes!

Demarcation

This is definitely not solid. I airbrushed my Veltro free-hand, trying to obtain as-narrow-as-possible feathered edges, but I'd have been even happier with a finer result. By the way, I airbrushed darker brown patches where the temporary codes were applied and then obliterated. The spinner is brown (the same brown as on the fuselage), while the blades are black. Once the camouflage colours were in place, I painted details like the exhaust stacks (bronze) and the front air scoop above the engine cowl, which is brown rather than the surrounding green and may therefore have been a replacement part.

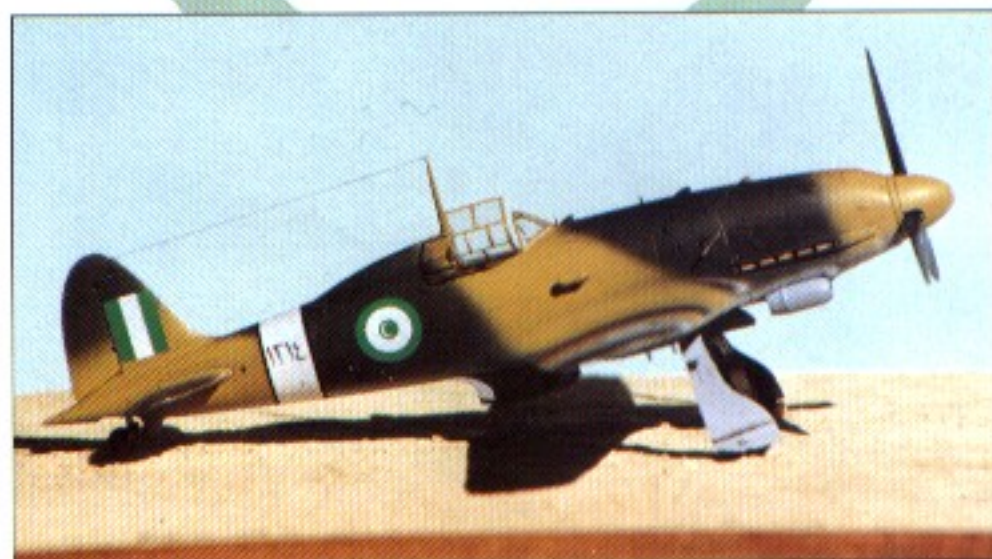
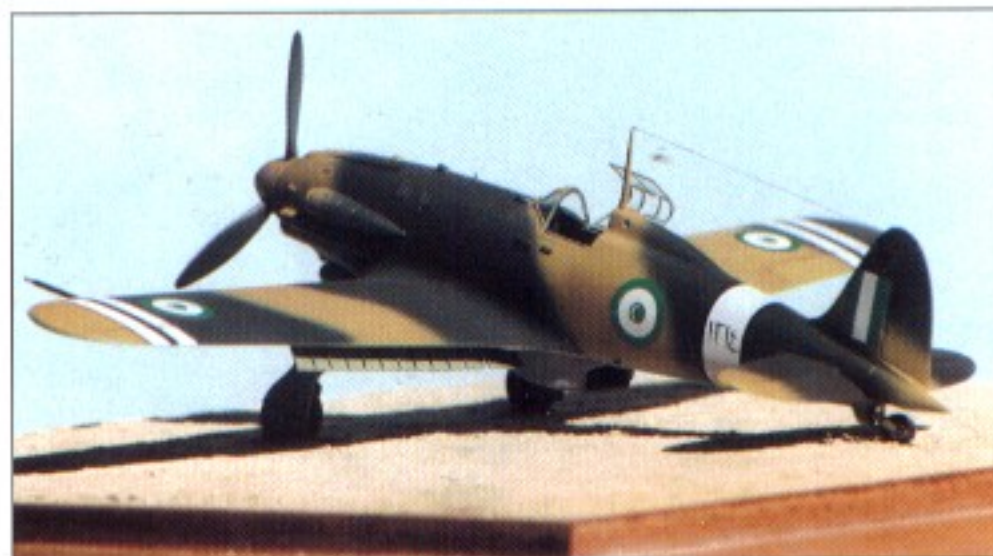
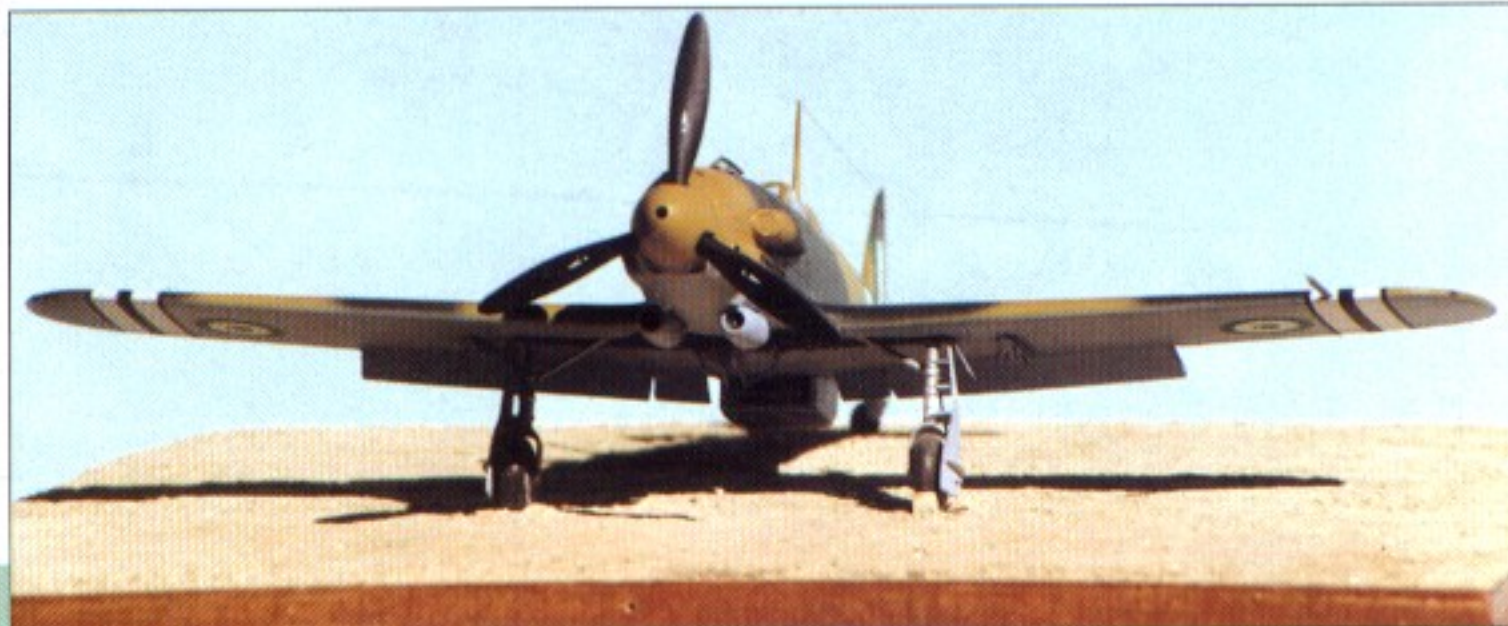
Weathering

I applied weathering at this stage in the construction. Firstly, I emphasised panel lines by using very thin water colour wash; brown on the Azure Blue and Middlestone surfaces, black on the Dark Green surfaces. Keeping in mind that, in January 1949, 1214 had logged just a few weeks of operational service, weathering should be very subtle. I kept exhaust stains to a minimum, rendering them virtually invisible on the Dark Green starboard side and barely visible on the light brown port side. Later, with the model finished and

fixed on its sand covered base, I also added some sand to the undercarriage, on the port wing root and on the cockpit floor.

Finish

To avoid having too many sub-assemblies awaiting varnish on my workbench, I fixed in place the undercarriage, doors, Eduard parts 30 and 31 and the chin oil coolers. The pitot tube will be fitted just after the wing decals have been applied. I applied a Micro Gloss coat and, after 24 hours, I was able to start applying decals (one of my



favourite tasks in modelling!), helped by MicroSet and Sol. Particular care is required for the black and white stripes on the wings, which are designed to exceed the trailing edge. Once dry, the excess can easily be removed with a sharp knife.

Stencils

Photographic evidence shows that 1214 carried just the items Third Group refer to as E and F. On each propeller blade you can choose to apply items A (Propeller manufacturer's logo), B (propeller data

stencil) or none. I have no information about this and tentatively applied just A.

After the decals had settled down and dried, I added the pitot tube (green, with an aluminium tip). A second Micro Gloss coat was added and when this was dry, Micro Flat was applied overall. Once the model is unmasked and sitting on its wheels, I fitted the propeller and antenna wire. A few last words about the canopy. I vac-formed my own example, but you may wish to use one of the afore mentioned aftermarket products. I made frames by airbrushing Interior Green, then Middlestone, onto a sheet of clear decal, which I then cut into thin strips. The very simple style of canopy and frame made application easy. I suggest adding a scratchbuilt rearview mirror (I did it a few months after finishing my Veltro!), then fixing the canopy in position with a stretched sprue retaining wire.

... FINISHED!

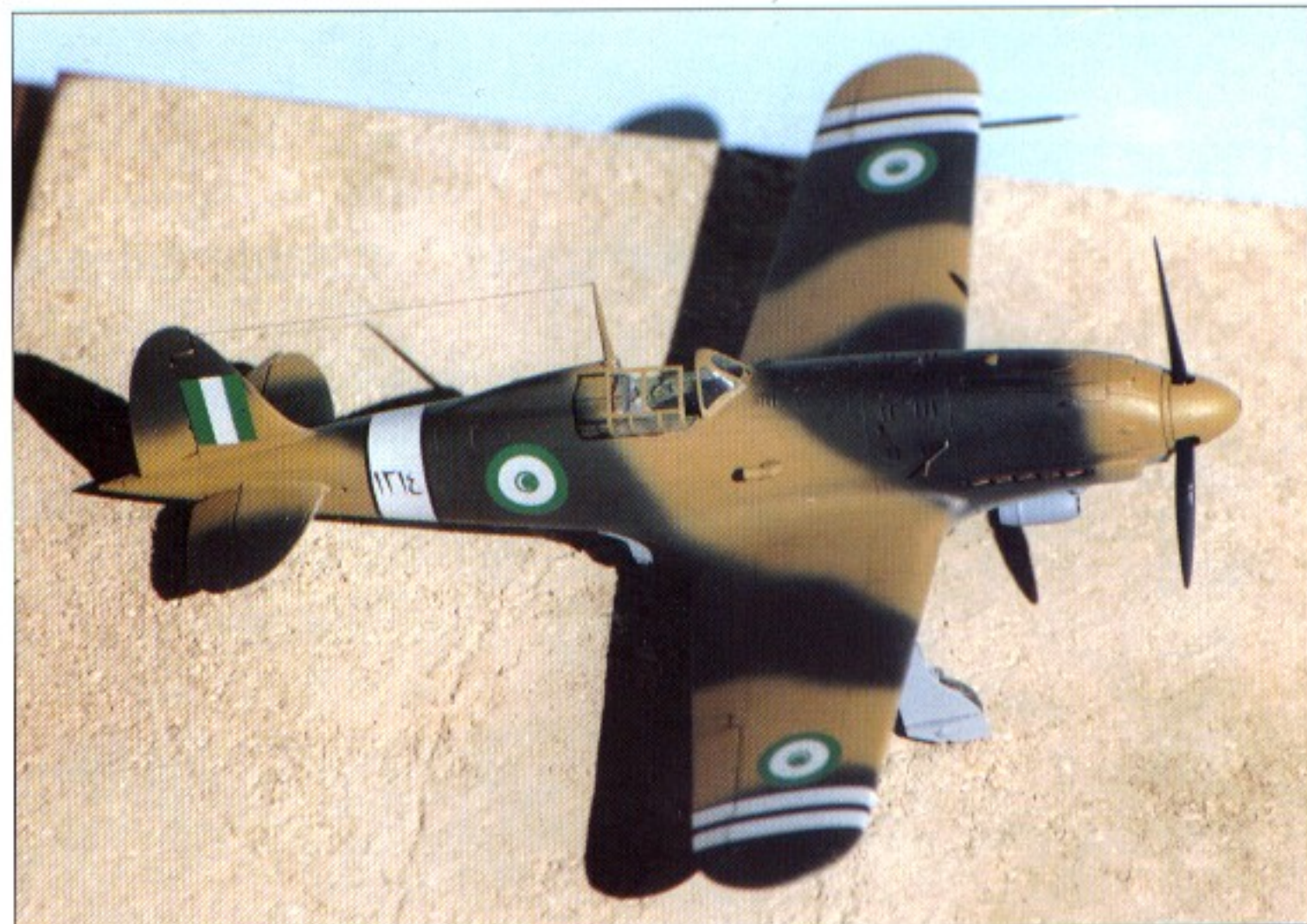
Conclusions

I think the final model is a true eye-catcher! It has some areas of controversy, for example, we might never know the exact upper wing colour scheme, but just as we can enjoy building Luftwaffe '46 projects, I think we can accept some REAF '49 uncertainties! I hope this article will stimulate others among you to add a few unusual and colourful models to your shelves!

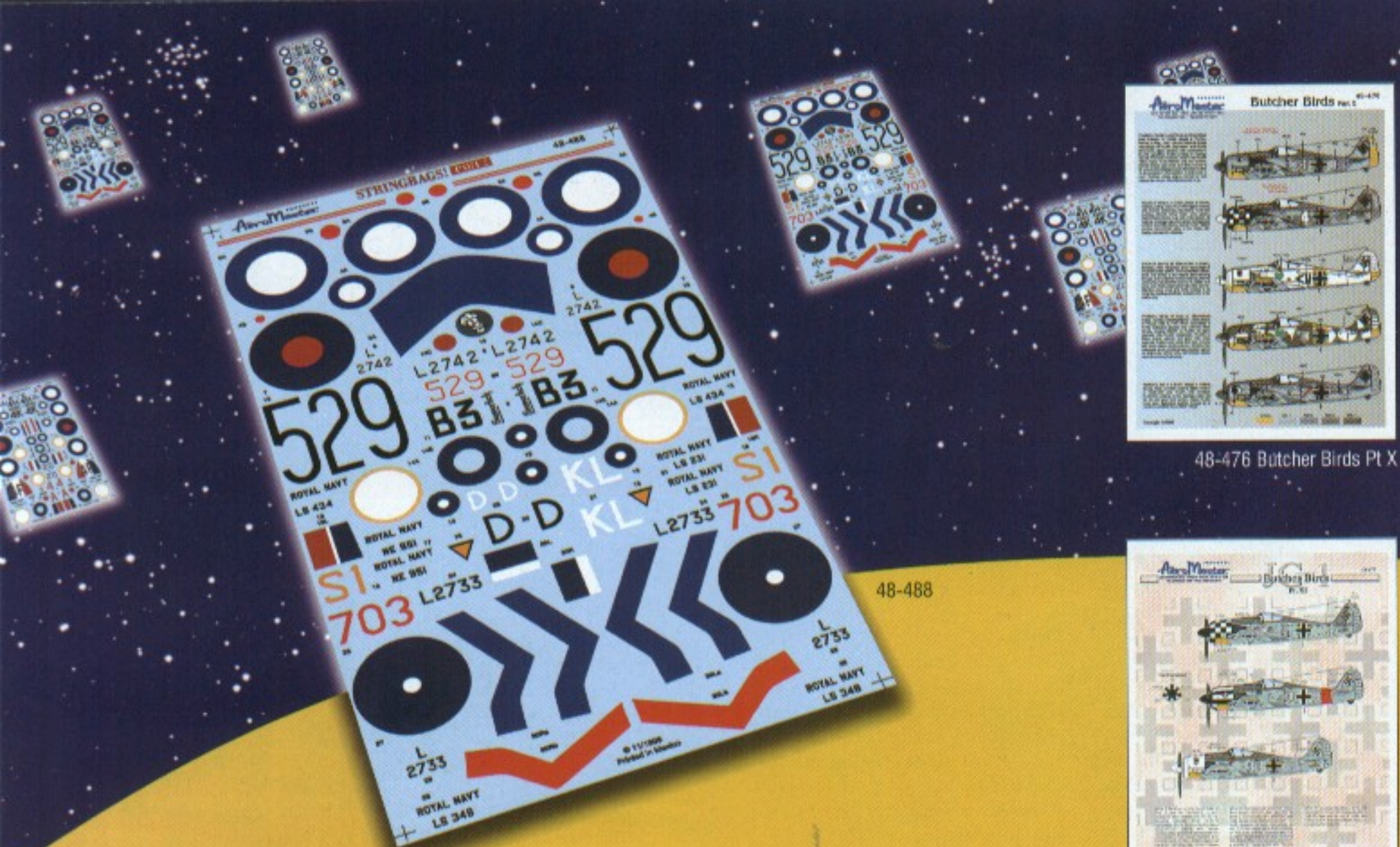
Pierluigi Berrone

Footnote

Alternatively, if you like the colour scheme but do not feel up to the conversion work detailed by Pierluigi above, you could obtain the new C.205 conversion set (#PMK 72-04) from MisterKit (See Vol 6 Iss 1 Page 27) - Editor.



The completed model



48-476 Butcher Birds Pt X



48-477 Butcher Birds Pt XI

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New Releases

48-480 Stringbags! Pt I

- 1: Swordfish MkI K8397 'E4H' 813 Sqdn, HMS Eagle, Indian Ocean, Sept 1939.
- 2: Swordfish MkI P4137 '4K' 820 Sqdn, HMS Ark Royal, Egypt, April 1940.
- 3: Swordfish (serial unknown) '4A' 815 Sqdn, HMS Illustrious, Taranto, November 1940.
- 4: Swordfish K8375 '2Q' 810 Sqdn, Jamaica, October 1941.
- 5: Swordfish MkI P4127 '4F' 820 Sqdn, HMS Ark Royal, Mediterranean, April 1940.
- 6: Swordfish MkI P4615 '4A' 813 Sqdn, Gibraltar 1943.

48-488 Stringbags! Pt II

- 1: Swordfish MkI L2733 '703' 814 Sqdn,

- HMS Ark Royal, 1939.
- 2: Swordfish MkII NE951 'S1' 860 Sqdn, Netherlands Navy, HMS Gadila, 1944.
- 3: Swordfish MkII LS434 B3 'Benvorlich' 836 Sqdn, HMS Empire MacMahon, 1944.
- 4: Swordfish MkII LS348 'KL' 756 Sqdn, RNAS Katukurunda, Ceylon, 1944.
- 5: Swordfish MkII LS231 'D' 824 Sqdn, HMS Striker, Nth Atlantic, Sept 1944.
- 6: Swordfish MkI L2742 '529' 701 (Catapult) Flight, RNAS Kalafrana, Malta, 1938.

48-476 Butcher Birds Pt X

- 1: Fw190A-2 White 8, Anni, of 7/JG2, France, May 1942.
- 2: Fw190A-4 White 4 of 1/JG1, Holland, 1943.

Butcher Birds Part X

48-476



- 3: Fw190A-4 of JG54, Russia, February 1943.
- 4: Fw190A-4 White 10 of 1/JG54, Russia, 1943.
- 5: Fw190A-2 Red 7 of 5/JG1, Holland, Spring 1942.

48-477 Butcher Birds Pt XI

- 1: Fw190A-6 White 5.
- 2: Fw190A-7 White 20, April 1944.
- 3: Fw190A-4 White 10 of 1/JG1 July 1943.

48-478 Mustangs Forever Pt III

- 1: P-51D-15-NA (44-12434) 'Short Fuse Sallee' 356th FS, 354th FG, England 1945.
- 2: P-51B-15-NA (43-14888) 'Glamorous Glen III' 363rd FS, 357th FG, Spring 1944.
- 3: P-51D (44-13948) 'Arsons Reward' 353rd FS, 354th FG, 1945.

48-479 Mustangs Forever Pt IV

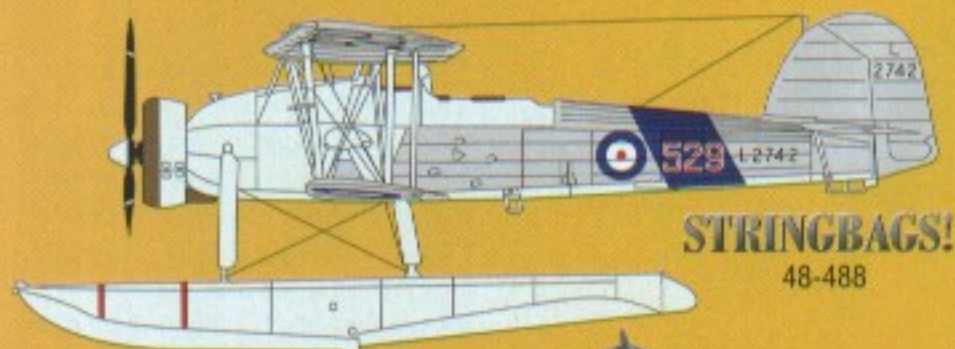
- 1: P-51D-15-NA (44-63497) 'Angels' Playmate' 353rd FS, 354th FG, May 1945.
- 2: P-51D (44-13561) 'Short Fuse Sallee' 356th FS, 354th FG, June 1944.
- 3: P-51D (44-14426) 'Scat 5' Jan/Feb 1945.
- 4: P-51D (44-72922) 'Scat VII' March 1945 to end of war.

48-481 Mitchell Collection Pt III

- 1: B-25D-1 of the 500th BS, originally christened 'Boom Boom', retired Oct 1944.
- 2: B-25D-1 of the 501st BS, 'The Gay Mare', crashed Aug 1944.
- 3: B-25D-1 of the 499th BS, 'The Lucky Bat', July 1943.

48-482 Mitchell Collection Pt IV

- 1: B-25D-1 #41-30019 of the 499th BS, 'Hell's Bells', November 1944.
- 2: B-25D-1 #41-30019 of the 499th BS, 'Hell's Bells', November 1944.
- 3: B-25D-5, a veteran of the 500th BS, 'Rita's Wagon', retired December 1944.



48-488



The Finishing Touch

Featured this month is a modified FW-190 Otaki/Aril kit by Gaston Bernal using AMD decal sheet 48-232 - Rammjagers ptII - and selected paints from the Warbird Acrylic Color range.

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48-478 Mustangs Forever
Pt III (P-51s)



48-479 Mustangs Forever
Pt IV (P-51s)



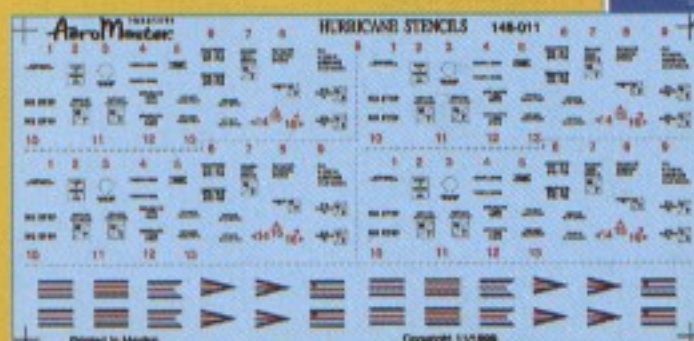
48-481 Mitchell Collection
Pt III (B25s)



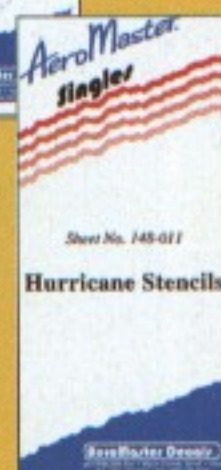
48-482 Mitchell Collection
Pt IV (B25s)



148-030 F-16 Falcon Stencils



148-011 Hurricane Stencils



48-479

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de Havilland Mosquito B Mk IV



by Richard A. Franks



Technical Data

de Havilland Mosquito B Mk IV
Manufacturer: Hasegawa
Scale: 1/72nd
Price: £9.99
Kit No.: CP17
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 68 Plastic (Light Grey), 11 Clear
Decal Options: 2 ('Grim Reaper' No. 109 Sqn & DZ353 No. 105 Sqn)
Manufacturer: Hasegawa Seisakusho Co., Ltd.
UK Importer: Amerang Ltd.

Technical Data

de Havilland Mosquito B Mk IV/PR Mk IV
Manufacturer: Tamiya
Scale: 1/48th
Price: £18.99
Kit No.: 60166
Panel Lines: Recessed ✓
Status: Revised ✓
Type: Injection Moulded Plastic
Parts: Plastic 126 (Grey), Clear 17
Decal Options: 3 (105, 109 & 540 Squadrons)
Manufacturer: Tamiya Inc.
UK Importer: Richard Kohnstam Ltd

Introduction

As many of you will be aware, I have a bit of an affinity with the Mosquito. It is one of my all-time favourite machines, and in the last twelve months we have seen no fewer than two major manufacturers produce five new kits of it, in both 'popular' scales. First to hit the scene was Tamiya, who produced the FB Mk VI/NF Mk II in 1/48th scale. The breakdown of parts in this kit clearly indicated that the bomber version was also on the cards, and sure enough that arrived in the form of the B Mk IV/PR Mk IV. Working in this scale, I was delighted to see these kits, as they surpassed the ageing Airfix kit in terms of quality, engineering and detail. That was not the end of it though, as we soon realised that a 1/72nd scale version was being produced by not only Tamiya, but Hasegawa as well! The latter released

their kit first, and surprisingly it was the bomber version (B Mk IV). This was followed by the FB Mk VI version, and hopefully by the time these words are read, the Tamiya 1/72nd scale FB Mk VI will also be available. Not content with having done the fighter-bomber and bomber (single-stage Merlin) versions, Hasegawa have now announced the NF Mk II as well. As a Mossie fan I can only

hope that the fascination with this type by these manufacturers will continue and that the two-stage Merlin powered versions will be produced as well.



The Kits

For this article I decided to pit the 1/48th (Tamiya) and 1/72nd Hasegawa scale versions of the B Mk IV against each other. The idea was to deal with the assembly and detailing of each, but not to actually build each as the same option (I do have a boredom threshold with regard to the Mosquito!). To this end I decided to build the Tamiya kit as the PR Mk IV and the Hasegawa example as a 'Beam Bomber' B Mk IV.

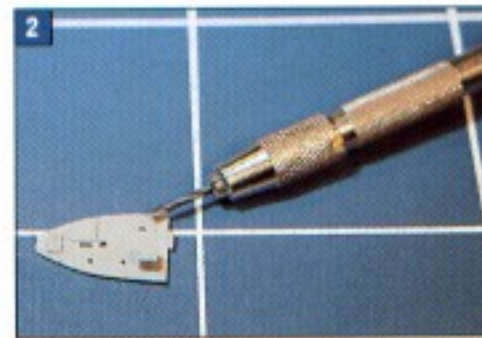
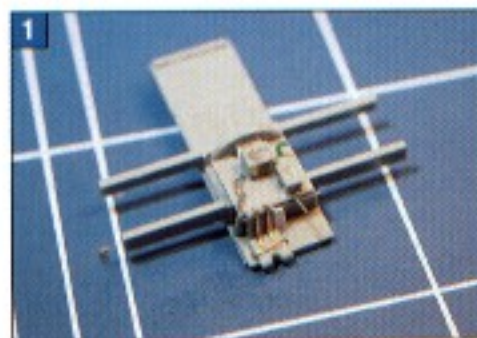
Construction

The breakdown of the two kits is surprisingly similar, as both have chosen to mould the entire nose section separately. This is so both fighter/fighter-bomber and bomber/PR versions can be tooled using the same basic fuselage mould. Each kit uses a very cleverly hidden clip arrangement to secure the nose in place, and this will be buried out of sight inside the radiators once the model is complete. The only problem area I could foresee with any of the component breakdown was the engine nacelles in the Hasegawa example. These have been moulded with the rear (undercarriage) section moulded to the lower wing half, and the forward section as a separate assembly (split vertically). This may all sound OK, but when you consider that you have to get the front portion, which is split vertically and can therefore increase or reduce its width depending on how you assemble it, to fit not only the rear portion of the nacelle but the upper wing panel as well, then you may start to understand my concern. Nothing else concerned me with these kits though, so I started construction...

The cockpit

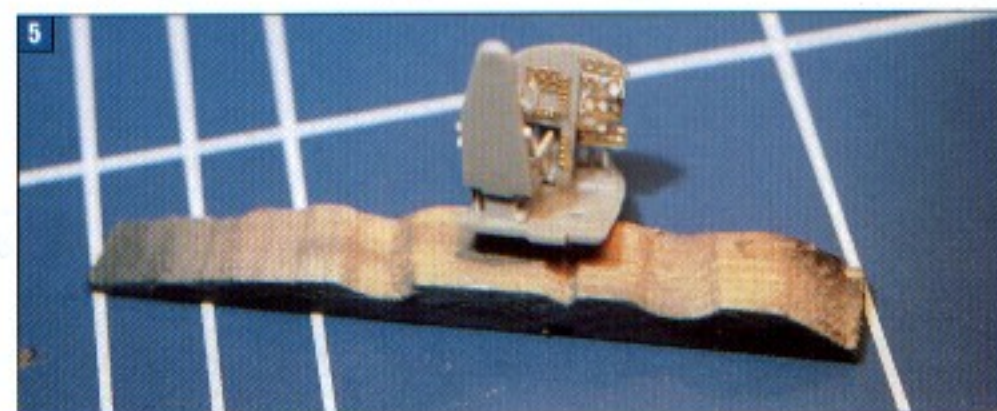
Now, here is where I went a bit overboard. Having done a lot of research for the Modellers Datafile title on the type, I was well versed with the interior of the Mosquito. The Tamiya kit is quite nicely detailed with both the moulded sidewalls and separate items (e.g. radio equipment)

T.1154 transmitter and R.1155 receiver depicted on L3 are devoid of any detail and the R.1155 is in the wrong place. This item should really be cut off and repositioned forward, so that approximately half of its length protrudes over the lip of the rear shelf, towards the back of the pilot's seat (For the correct location of the equipment in this area see page 57 of the Modellers Datafile). Detail to the faces of these radio units is best done using some of the dial faces from the Reheat range, and using photographs as reference. I had already opted not to reposition the R.1155, as there was already enough to do! Bunches of cables were produced with fuse wire and Bare-Metal Foil 'clips', while the seat harness for the navigator came from the Reheat RAF/FAA generic set (RH073). Once all this was installed, the unit was attached to the wing spar (A1) and bomb bay roof (L7) (See Photo 1). The cockpit floor (D2) does have good detail, although the hole in it for the drift sight is not open, so I opted to add this bit of detail by simply drilling out the scribed hole with a suitably sized drill (See Photo 2). The pilot's seat is lacking any



these machines had the nose glazing painted over. What will be required are the radio boxes that are visible through the canopy in the crawl-through tunnel in front of the navigator. Luckily my on-going research of all things 'Mosquito' had unearthed a clear photo of this equipment, so I simply used that as a guide to make

be fitted prior to the fuselage assembly, so I now test fitted the whole cockpit interior and separate nose assembly to the aft fuselage halves (See Photos 11 & 12). As you can see there were some initial fit problems on the upper decking, aft of the cockpit, but careful alignment of the interior soon cured this.

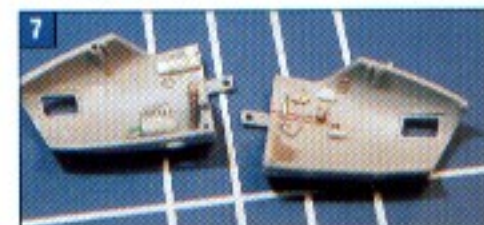


Wings

Now my attention turned to the wings. I was already very suspicious of the breakdown of the engine nacelles, and decided that the only safe way to ensure everything aligned was to fit the upper (B1 & B2) wing panels to the lower (B3 & B4) ones, and then assemble the engines (A5, A6, A7 & A8) to each. The first stage all went well, but when the engines were in place I found it very difficult to exert pressure on the necessary components in the right manner. To overcome this I used long-nosed tweezers held in place with household clothes pegs (See Photo 13). Once it had all set, the join line was not that visible (See Photo 14).

Assembly

Construction was now moving apace, and I could soon add the wing assemblies to



in this area. Sadly, the Hasegawa example is almost devoid of any detail other than a few items on the sidewalls and the top radio 'boxes'.

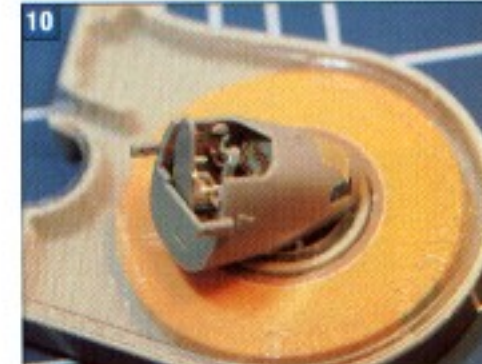
Hasegawa Interior

The first task was to add extra detail to the upper rear decking area and navigator's seat (Pt No. L3 & L2). Unfortunately the

arm rests, so these were made from plastic strips. Seat belts were also added, as was a seat cushion from a bit of shaped Blu-Tak. The instrument panel (L4) is a real let down, being only supplied with a decal and no raised detail. I therefore applied the decal then, once dry, attached dial surrounds from the Reheat set to each. This was done using gloss varnish, as superglue would get a bit complex in this small scale! As I had decided to do a 'Beam Bomber' of No. 109 Squadron this did mean that all the radio and blind-bombing equipment carried by these machines would need to be added to the nose. You do not need to add all the equipment to the forward nose compartment, as all of

examples from plastic card blocks with all the dial faces added from Reheat's excellent range of etched brass. With the radio equipment in the nose and the seat and instrument panel in place, the whole area started to come alive (See Photos 3, 4 & 5).

Next up were the sidewalls, in both the nose halves (D1 & D4) and the fuselage halves (A2 & A3). The latter were simply detailed with groups of fuse wire and blocks of plasticard, although you will need to place the rear shelf and spar assembly and mark its location, to ensure you do not 'foul' anything (See Photo 6). The nose halves don't have much detail in them, so once again it was a case of using the Datafile as a reference source and creating some detail with wire, plasticard and etched brass dials (See Photo 7). Keep checking throughout these detailing stages that the work will not foul any of the other interior components. With everything detailed to my taste (See Photo 8), it was time to do a dry-run (See Photos 9 & 10). The tailwheel unit (L8) does not need to

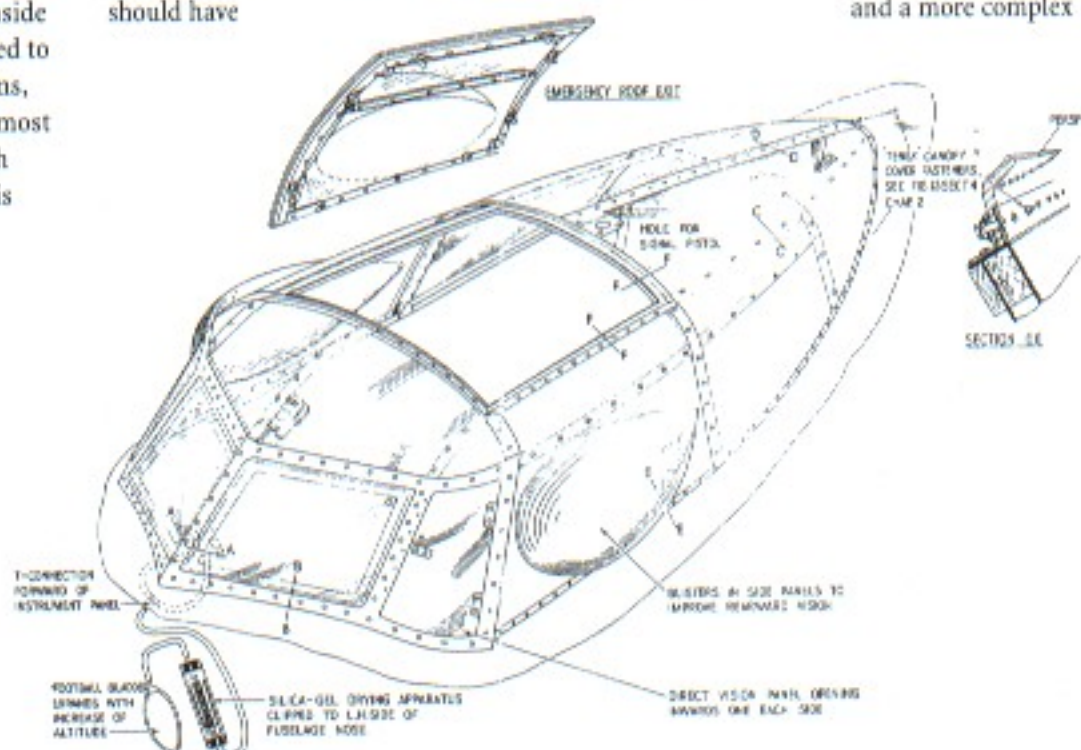


the fuselage. To apply the correct amount of pressure to each wing I used a Berna Assembler clamp (See Photo 15). These are extremely useful items which are a real blessing when you need to clamp across large gaps or exert pressure inside an assembly. With this done I did need to apply filler to most of the major seams, but the beauty of a Mosquito is that most of the joints are actually covered with doped linen on the real machine. This does allow a little poetic licence, so after all the filler was sanded smooth the fuselage joint, wing to fuselage seam and tailplane to fuselage seams were all lined with strips of Bare-Metal Foil. The dinghy hatch and dielectric panel at the base of the aerial mast was also lined with this material, as it re-established raised detail that had been removed during the sanding process (See Photos 16 & 17). The underside is a bit more complex, as the 'rib tapes' applied to the seams on the nose do not follow the centreline. There are two tapes and their correct location is well shown in Richard J. Caruana's scale plans in the Modellers Datafile. Once this was all in place the lense covering for the aft tactical camera was drilled out and the open bomb bay was masked prior to painting (See Photo 18).

Undercarriage

Now it was time to approach this assembly, and the Hasegawa kit does fall down again on basic detail. The supports at the rear of the mudguards (M1) should have

the centres were sprayed Aluminium (See Photo 20). One of the biggest shortcomings is the lack of the tubular guard on each oleo leg (M8 & M9). There were two styles for this, an early version and a more complex



PR style canopy. This is still applicable to the bomber versions (© Crown Copyright)

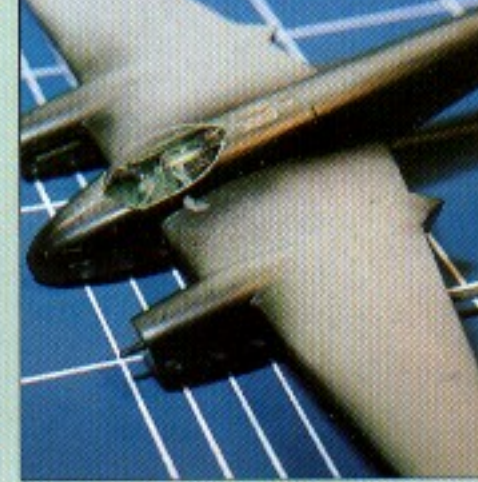
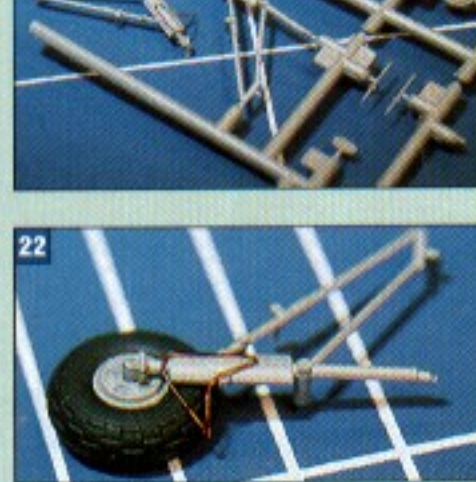
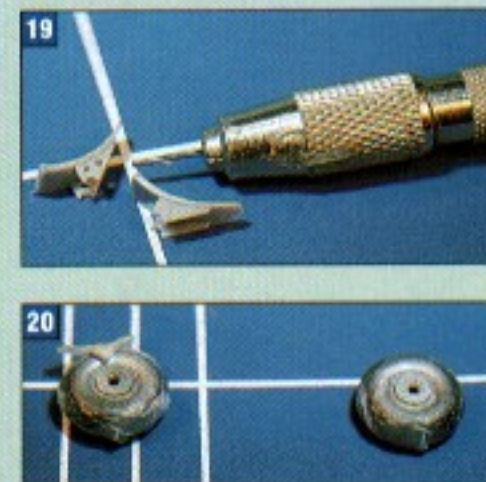
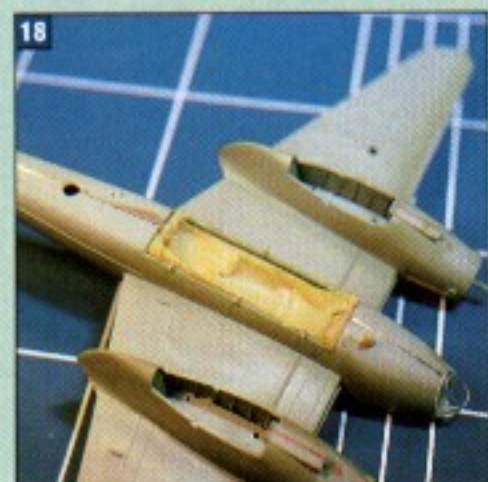
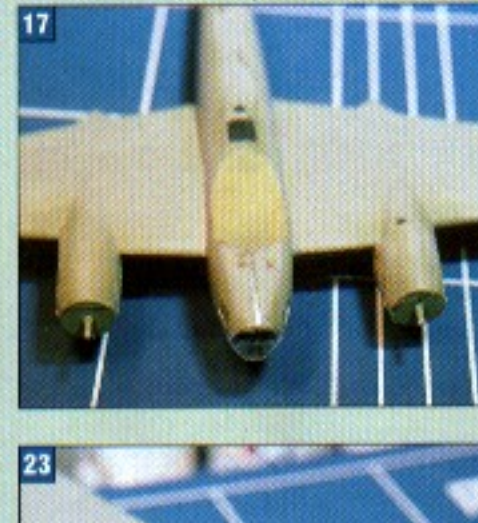
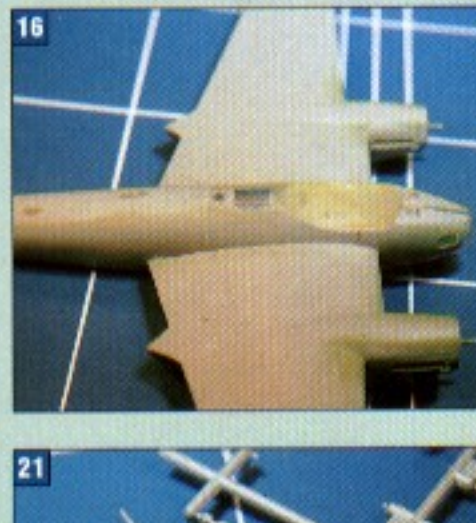
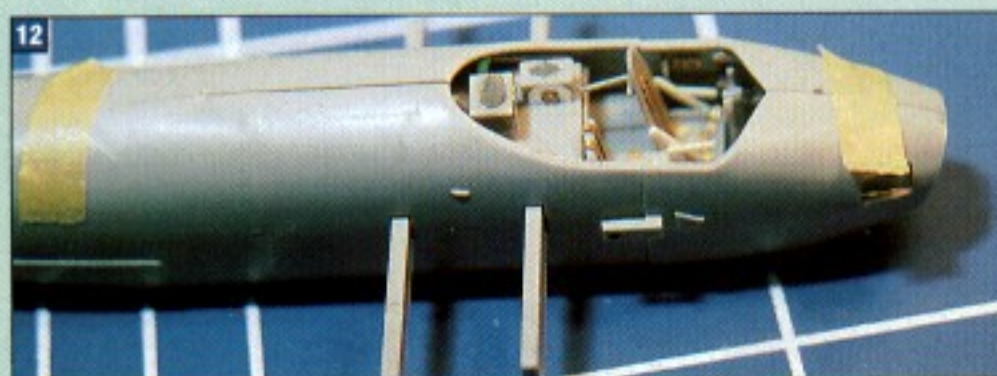
lightening holes in them, but they don't. To overcome this I just drilled three suitably sized holes in each (See Photo 19). The tyres (M6 & M7) were assembled and then sprayed Xtracolor Tyre Black. Once dry, they were masked off with Parafilm M and

example on the latter marks of the Mosquito. Most of the illustrations of this item are of the latter style, while most of the examples preserved are also of the later marks, so it is really a case of using the old Airfix kit as a template, or studying

photos of the type. I added loops of brass wire to each leg. I made a 'test' example to ensure the correct profile and fit, then copied its profile onto a piece of paper. This formed the template for the other four examples I made, just to ensure they were all very similar. Once complete, they were secured to the side of each oleo with superglue (See Photo 21). Once dry, the forward section needs to be bent into a curve that follows the profile of the wheel. To do this I simply fitted a wheel onto the axle, and then gently bent the wire around it (See Photo 22).

Painting

Now all that was left to do was paint the model and all the remaining components. I opted to do the very famous 'Grim Reaper' of No. 109 Sqn. This machine is Dark Green and Ocean Grey over Night (Black). The kit instructions and box art would have you leave the nose glazing (G5) clear, but all Oboe equipped Mosquitos had this area painted over in black to secure the equipment within from prying eyes on the ground and from causing glare if caught in a searchlight beam while operating at night. You can therefore add G5 to your model, and omit any masking. As the cockpit and bomb bay areas were masked off, I now sprayed the whole of the underneath and fuselage sides and tail of the model in Halfords Gloss Black. This acrylic paint dries very



de Havilland Mosquito B Mk IV
Hasegawa

guards (M3 & M5), flash dampers (F2 & F4) and trailing aerial fairlead fairing (L9). I also fitted the doors to the bomb bay, and had by now decided to close this area as the bombs supplied in the kit don't look like any RAF example I have come across.

This was a big mistake, as these parts are obviously designed to be cut in two and displayed open. Once I tried to fit them into the lower fuselage opening I soon discovered that the doors were narrower than the opening, so be warned! The anti-icing guards have nice recessed

fitting the final detail parts. The propellers had also been sprayed with

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• Photo Build • Photo Bu

FB Mk VI/NF Mk II (See Vol 4 Iss 11), I was forewarned about the likelihood that the wing tip lights (K2, K3, K5 & K6) would not actually fit. I have yet to find this style of tip light that will actually fit on a model, so I trimmed the edge of each piece (not easy considering their small size and wedge-like shape) and then secured them with Krystal Klear. Initially I was sceptical that an Oboe Mosquito would have a antenna (L15), so I did not install it. Later I discovered clear pictures of Grim Reaper that proved it did have this item installed. I am glad to say that those same pictures did confirm that the aircraft did not have any aerial leads fitted, as depicted on the box art, so refrain from installing them. The final tasks included the 'glazing' of the landing lights in the lower wing panels, the viewing port in the crew access door and the lense for the tactical camera in the aft, lower fuselage. All of these were done with Krystal Klear. Having thought that I had completed my model I looked through a book on No. 109 Squadron only to find a photo showing the style, approximate size and location of the dipole fitted under the fuselage of their Mosquitos. This is just a simple pole, that is off-set to port and is located approximately 15mm aft of the rear of the bomb bay. My example was just a piece of plastic coated electrical cable that was superglued into a hole drilled in the lower fuselage.

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Tamiya

Now with this larger scale I am sure you will all understand that I was a much happier boy. I had worked in 1/72nd scale for nearly all of my modelling career, but after realising that all the detail I added could not be seen, I moved up to 1/48th about five years ago. This bomber version of the Mosquito from Tamiya is very similar to the fighter-bomber/night fighter version already released by them, and as I had built that in 1998, I was very familiar with what the box contains.

Cockpit

The instructions would have you start with the undercarriage and wings, but I moved straight to stage seven, and started in the cockpit.

Much of what I added to this area was similar, albeit less dramatic, than the work carried out on the Hasegawa example. The big difference is that Tamiya give you lots of good detail to start with and the radio equipment is in the right place!. The T.1154 and R.1155 are excellent, as is the rear bulkhead (A2) and the instrument panel (J10). That said, I was not going to leave the model as it was supplied and so I set about adding more. The first things to add are the generator and power unit below the R.1155. To do this I made a wire cradle and made the units themselves out of plasticard. The illustrations by Steve Benstead in the Datafile that I have already

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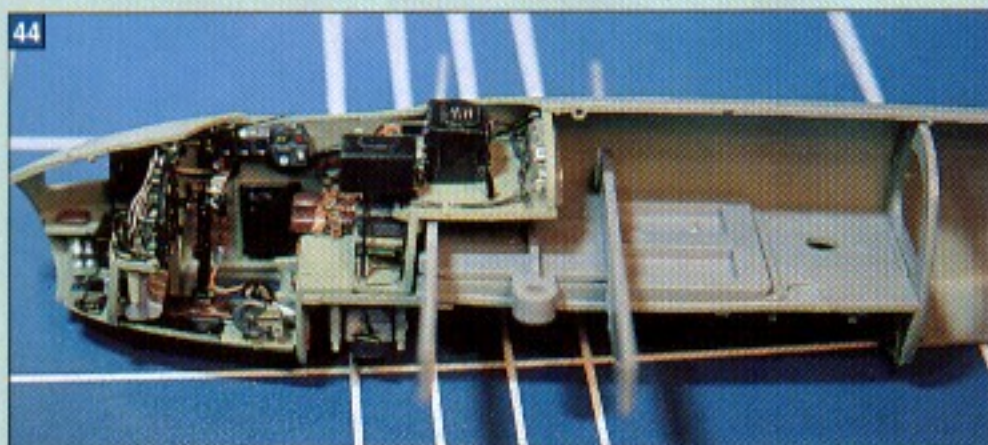
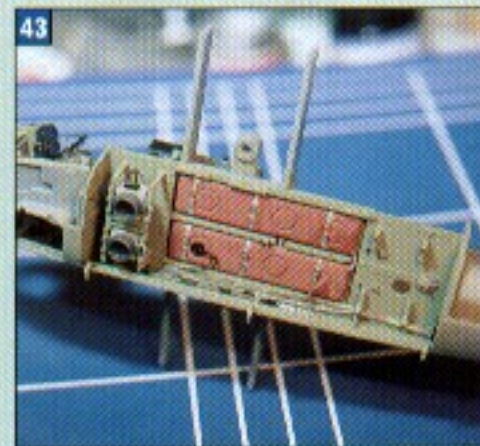
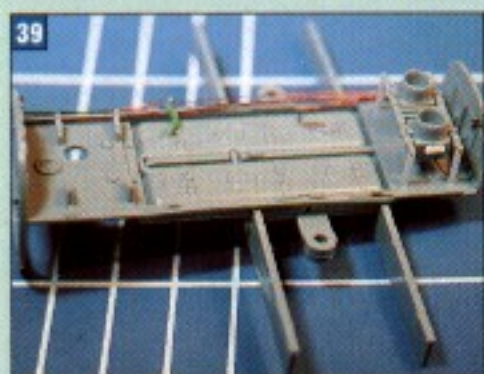
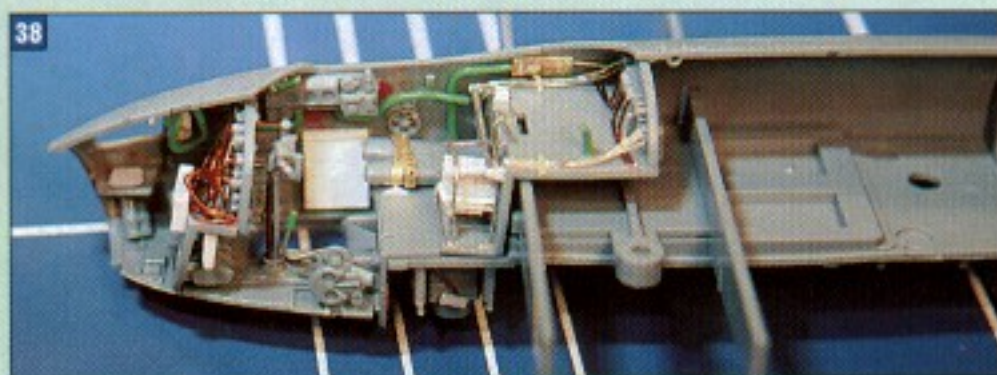
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The instructions would have you start with the undercarriage and wings, but I moved straight to stage seven, and started in the cockpit.

Much of what I added to this area was similar, albeit less dramatic, than the work carried out on the Hasegawa example. The big difference is that Tamiya give you lots of good detail to start with and the radio equipment is in the right place!. The T.1154 and R.1155 are excellent, as is the rear bulkhead (A2) and the instrument panel (J10). That said, I was not going to leave the model as it was supplied and so I set about adding more. The first things to add are the generator and power unit below the R.1155. To do this I made a wire cradle and made the units themselves out of plasticard. The illustrations by Steve Benstead in the Datafile that I have already



referred to were the basis of this assembly (See Photo 28). The upper decking (A24) is devoid of any of the mass of cable that is present in that area, nor are the 1154/1155 combination 'wired up'. I therefore added lots of groups of cables made from fuse wire, and the control rod that is behind the pilot and navigator's seats from thicker wire (See Photos 29 & 30). The 1154/1155 combination needed the distinctive side 'bulges' added and these were made up from plasticard that was cut and sanded to shape. To wire these up I dropped them into place without glue, and then ran bunches of wire to them. Note that the T.1154 is wired at the FRONT, not the sides or back as you would expect, and that the unit uses large 'L' shaped metal connectors that are fitted into the lower middle portion of the casing. The R.1155 is also wired at the front, although this time on its far right, lower corner. With all this work done, the whole area was starting to look really busy (See Photo 31).

The instrument panel is detailed with raised dials etc on the front, and all I added were some control levers from brass wire. The rear however was missing all those lovely pipes that are so prominent in the real machine. I just went a little over the top here, and drilled and installed masses of brass wire. The relief bottle under the pilot's seat was also missing, so I made one from a length of plastic rod, sanded to shape, and fitted the relief pipe

and funnel to the front of it (See Photo 32). It should clip under the seat pan's (A16) lower edge, but I forgot this and installed it to the front of the seat.

Both of the halves of the nose (J8 & J16) are well detailed, but I wanted more. I added a mass of wire and plasticard details using the photos and illustrations from the Datafile to assist me. Test fitting of all the components and sub-assemblies throughout all these detailing stages is a must, otherwise you will find work you have installed fouling the correct alignment and fixture of other pieces. The end result of all this additional detail work in the nose was well worth it though (See Photos 33 & 34). The sidewall detail in the rear fuselage halves (A9 & A18) needs to be added to, especially inside the cockpit interior, aft of the pilot. I just added a few lengths of wire (See Photo 35), and on the starboard side, a 'junction box' made of plastic card with lots of wires going into it. With all the details in place it was time to test fit everything and make sure all this extra detail would still actually fit into the model! (See Photos 36 & 37).

Bomb Bay

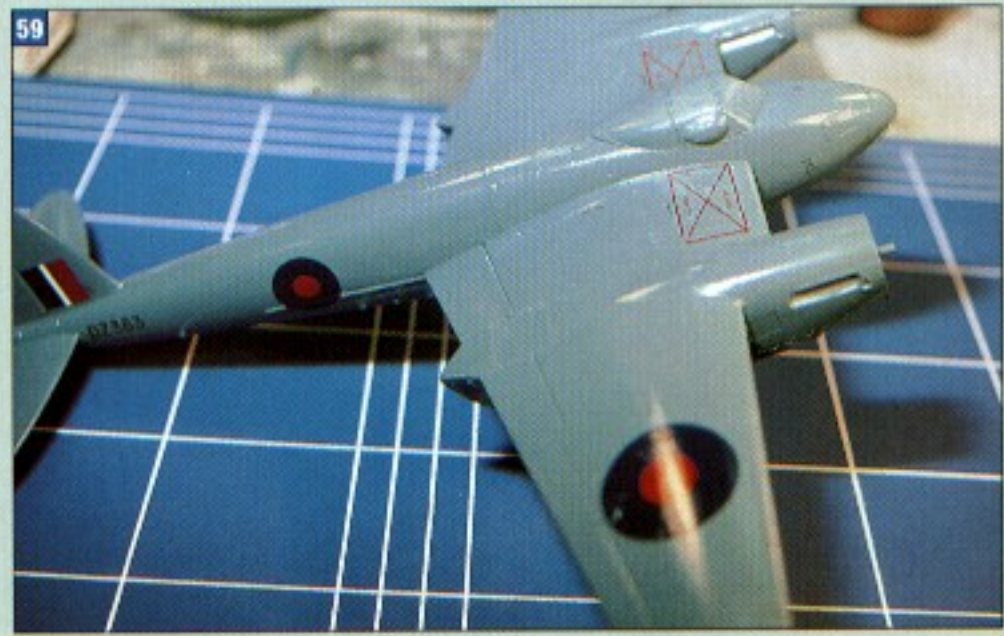
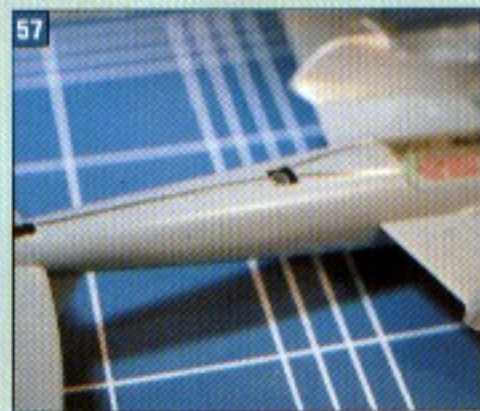
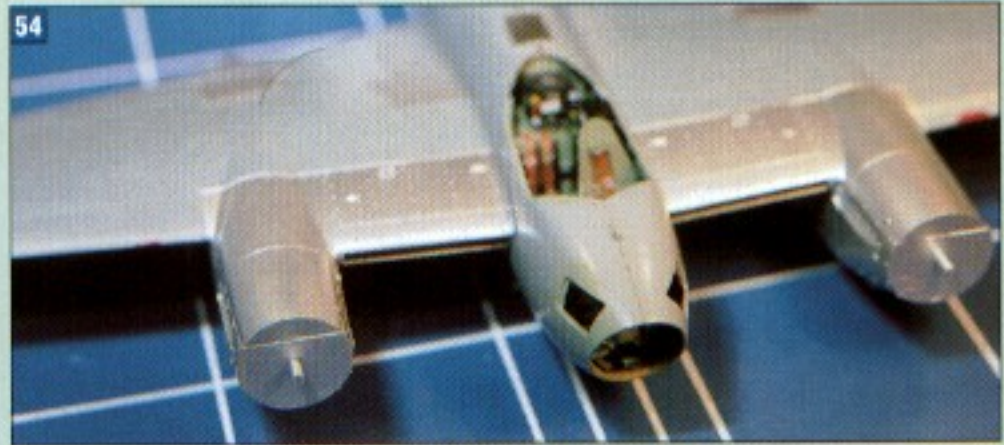
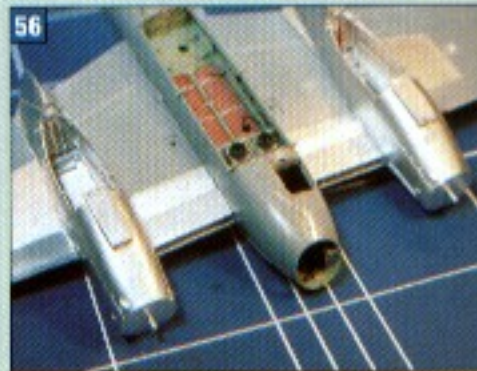
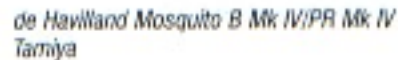
This unit (A13) should be detailed as well, as the bomb doors are best left open. If you are making the PR version (as I was) you will have to open up some holes in A13 before you go any further. With this done I test fitted the cameras (J13) and

then set about adding cables and control lines throughout the bomb bay area. Either side of the bomb bay in a Mosquito is packed with electrical cables and control lines and pulleys. Different sizes of wire were used to add some of this 'clutter', and I also took the chance to add the motors to the side of each camera using lengths of plastic rod. The cameras were also 'wired up' and the link pipe and filler stem were added to the fuel cells (See Photo 38).

Painting – Interior

Now it was time to paint all that detail! I had assembled everything without glue, so all the sub-assemblies were dismantled and prepared for spraying. I applied Interior Green from the LifeColor range to all cockpit, and bomb bay areas. The fuel cells

in the roof of the bomb bay were painted Maroon (Humbrol 70) and the instrument panel and various details were picked out in Matt Black. The instrument panel would take considerable care, as I had already applied the decal over the raised detail, and now set about painting around each dial! Later the dials themselves would be 'glazed' with a drop of



gloss varnish (See Photos 40, 41, 42 & 43). The final test fitting of the cockpit interior and bomb bay proved that everything still fitted after painting (See Photo 44), so I could proceed with other details.

The CSBS (Course-Setting Bomb Sight) (F16) is a beautiful little item, that is produced in clear plastic. I carefully painted the main body black, with the compass face in white. The 'hairs' that should be either side of the beam that projects from the front of the unit were added using wire, and these were later painted in black and white stripes (See Photo 45).

Undercarriage

This is a real gem of an assembly in the Tamiya kits, and the level of detail is excellent. The undercarriage legs themselves (E15, E18, E4, E5 & D5) are very complex, and I had already decided to spray all of these components with Halfords Aluminium. Once dry I needed to set about adding some extra detail. Again, the supports for the mudguard (E17) are moulded without the lightening holes drilled in them. These were easily, if carefully, added using suitably sized drills (See Photo 46). The undercarriage units themselves were now assembled, and once again sprayed with Halfords Aluminium. Brake lines were made from wire and ran down either leg, pipes for the hydraulic header tanks (E20) were added from plastic coated wire and the complex wire system that closed the undercarriage doors were attempted using fuse wire. This latter item is extremely involved and reference to clear photos of this area of the aircraft is essential. Once completed the pipes were

picked out in black and in the accompanying photos (See Photos 47 & 48) you will see one unit with the work complete, and one 'as supplied'. Now although Tamiya did include a form of bulkhead in the front of the wheel wells, they will not stop a 'see-through' effect into the engine nacelle. I therefore used solder, pressed into the nacelle assembly (D3/D4 and D11/D12), to create a template around which I could draw. This template was transferred to plasticard, which was cut oversize and then trimmed to fit (See Photo 49). The wire system to close the undercarriage doors already mentioned did require two large springs at the back of the nacelle. These were therefore reproduced by winding brass wire around a pin. There are two in each nacelle, so once four had been produced, small holes were drilled in the roof of the nacelle and the units installed (See Photo 50). The completed nacelles were added to the lower wing panels (C1 & C12) and

before I progressed further the landing light lenses (F1) were installed and the backs of each were covered in Bare-Metal Foil to reproduce the reflector of the real item (See Photo 51).

Canopy

Now here my sanity may have slipped just that bit too far. Having been in a number of real Mosquitos I was aware that most of the cockpit framework is actually inside! The glass is only screwed on top, with a rubber

de Havilland Mosquito B Mk IV - Hasegawa

compound between the tubular frame and the glass to stop vibration. You would expect that to result in framework that was only ever painted Interior Green, but some of the frames had a metal strip screwed on the outside, to 'clamp' the glass down. To reproduce the 'internal' frames that do not have an external strip, Tamiya have included decals to add to the interior of the canopy! I wanted to add a bit more though, and although I did not add all the frame (maybe one day!), I did add the escape hatch surround (painted yellow),

de Havilland Mosquito B Mk IV/PR Mk IV - Tamiya

its operating handle, the Very pistol mount and the flexible light, both of which are mounted in the canopy above and behind the navigator's head (See Photos 52 & 53).

Final Assembly

Prior to any more assembly, I sprayed the nacelles, and 'metal' areas of each wing in Halfords Aluminium (See Photo 54). Once this was dry it was time to bring the wings, tail and fuselage together. This all proved quite easy, although I had learned my lesson with the FB Mk VI kit and knew that the wing pins (B4 & B5) have to go where the instructions state, don't mix them up! I had also already added the separate wing tips to the main wing

panels, and dealt in advance with their fit problem. To overcome these problems the only way is to secure each tip half (C4/C8 and C5/C9) to the corresponding wing panel. This leaves you with the problem of the sagging of these components while the glue sets, but just ensure they are laid on a flat surface and all will be fine.

Once the wings and tail were in place and dry, I added more strips of Bare-Metal Foil along all the major assembly joints, using R.J. Caruana's plans as a guide (See Photos 55, 56 & 57).

Painting

I had opted for the simplest colour scheme, the PR version. To me the Mosquito in PR Blue is one of the prettiest schemes you can see. I will certainly build the next ones as an Oboe machine and a standard bomber, but for now the PR version was calling me. The whole model was prepared for spraying, and the canopy was tacked in place with Blu-Tak, the nose glazing was stuck in place, and each was masked with Parafilm M. The bomb bay, undercarriage bays and tailwheel bay were

all masked with damp tissue paper. The overall colour was PRU Blue and the one I used came from the XtraColor range. Holding a model of this size while spraying is difficult, and it's made more so with this kit as there are no propeller-shaft holes to mount wire into. To get over this I used an X-Acto clamp between each wheel well (See Photo 58).

Decals

The decals in Tamiya kits are good, but they hate decal solvents of any kind, and can still prove difficult to settle on your model. Having recently actually read the instructions in their kits (a modeller NEVER reads the instructions, although

my wife informs me that this is only true of male modellers!), I discovered that the use of a hot flannel was recommended! To that end I used a patch of material (old T-shirt) dipped in very hot water to press the decals onto the model, and it worked! Once all the decals were on, the model was given a coat of gloss varnish (See Photo 59).

Final Assembly

Once the gloss coat had dried I applied an overall coat of Humbrol Satin Cote and once that had dried I was able to add all the detail parts. The undercarriage just slips into place, and the doors have

very positive locating pins, so no worries there. The masking was removed from the canopy and it was cleaned up and finally permanently fixed in place. The tail wheel unit was fixed in place, and the trailing aerial fairlead fairing (J2) was also secured. The bomb doors (J7), antenna mast (A23) and pitot (A10) were all fitted and the final details to add were just the crew access door (J11) and telescopic access ladder (J3).

Conclusions

Well, as a Mossie fan I can say that I am delighted with both kits. I think that Hasegawa have opted for less detail to keep down the price in the knowledge that resin and etched brass accessory manufacturers will be along with upgrade sets, but that is only all well and good while these sets are still being produced. The Tamiya kit is excellent, and makes a great kit straight from the box, but for those of you who do not want to do all the work I did, you can just replace the entire nose of your kit with the resin example available from Cutting Edge. There are already a mass of new

detail products and decals for these kits, and I can only hope that more will follow. The Hasegawa FB Mk VI kit is basically similar to their B Mk IV, and the NF Mk II will also be the same, so many of the points raised above apply to these kits too. My only hope now is that the two-stage versions start to appear, as I would love to add types like the PR Mk XVI, B.25, NF.30 and PR.34 to the collection. I am sorry I could not include all the photos and diagrams to assist you with the building of these models, but that did fill a book the last time, so all I can do is remind you that there are still examples of the Modellers Datafile available directly from us.

My thanks to Richard Kohnstam Ltd for the Tamiya kit and to Amerang Ltd for the Hasegawa kit.

Richard A. Franks

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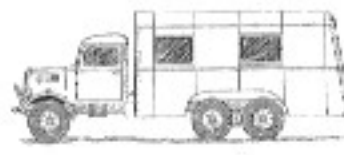
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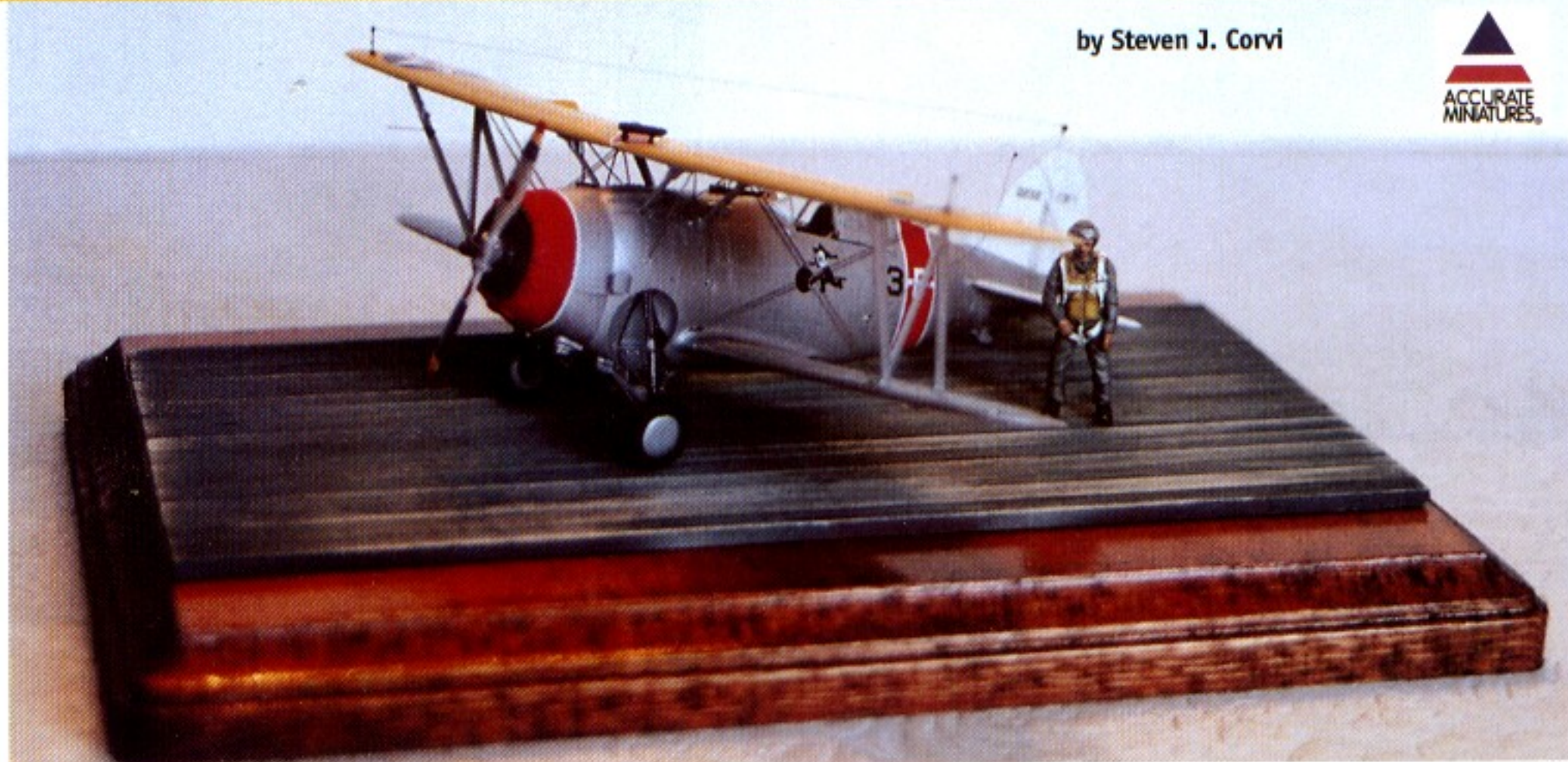
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Quick Build Grumman F3F-1

by Steven J. Corvi



Technical Data

Grumman F3F-1
Manufacturer: Accurate Miniatures
Scale: 1/48th
Price: £33.95
Kit No.: 3413
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: Light Grey
Type: Injection Moulded Plastic
Parts: Plastic 61, Clear 4, Etched 17
Decal Options: Just about every F3F-1 (57) built!
Manufacturer: Accurate Miniatures (Accurate Research & Design LLC)
UK Distributor: Amerang Ltd

The Kit

The long awaited Accurate Miniatures Grumman F3F-1 has arrived and was surely worth the wait! This kit lives up to the standards of one of the highest quality producers of injection moulded plastic airplane kits and will delight the builder - it did for this jethead. I usually build kerosene burners (as evidenced by my Century Series articles in this magazine) but I do make forays into the piston world and with kits like this I may make more in the future. I do have a penchant for building the occasional biplane and pre-war USN types in particular. Biplanes are to aircraft modellers, as sailing vessels are to ship builders. You need to do a few to humble yourself and pay homage to the historical

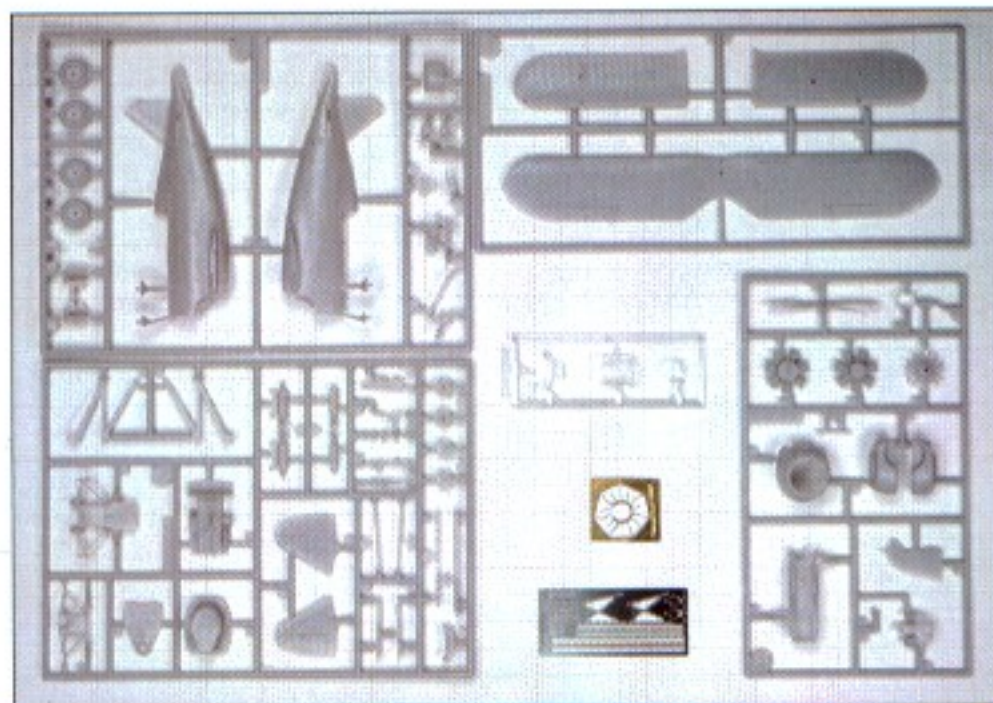
roots.

The kit consists of four sprues moulded in the industry standard grey, one transparent sprue, two etched brass sheets and one large and well printed decal sheet. The quality and accuracy of the mouldings are of course outstanding! This kit leaves little or no room for the aftermarket companies to improve upon. It even includes the main flight and cabane wires on an etched brass sheet - but unlike some other large Japanese injection moulded company (names will not be mentioned) who charged extra for this feature, these come included in the kit. The directions are the typical Accurate Miniatures type with painting instructions called out along the building sequence and I suggest the modeller follows them.

Since I pre-ordered my kit via the Accurate Miniatures website, I received one of the first 200 kits produced and these kits come with the box signed by the designer, Natasha

Yushkevich. This I assume

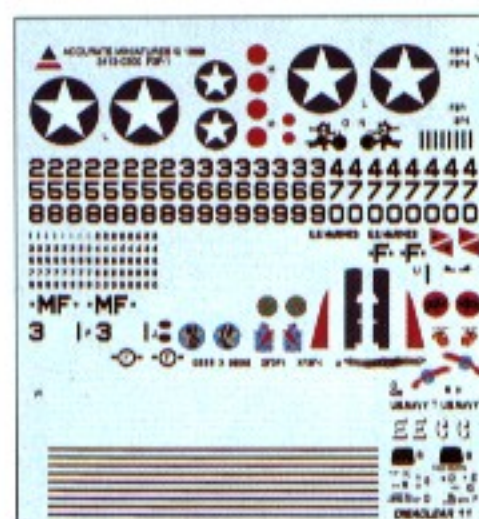
is for the collector's market, something I never quite understood as collecting a model you will never build is like collecting wine you will never drink. It perplexes me? I was just ecstatic to receive the kit in early November and at a price that was quite reasonable - \$28.99 (approx £18), this is certainly a bargain. OK, you get the feeling I like this kit, so let's see how this thing goes together.



The layout of the sprues. Note the overall quality of the mouldings and the finesse of the panel lines. The kit provided high quality etched brass/metal frets



A proclamation by Accurate Miniatures for the first 200 signed kits - collectors heaven!



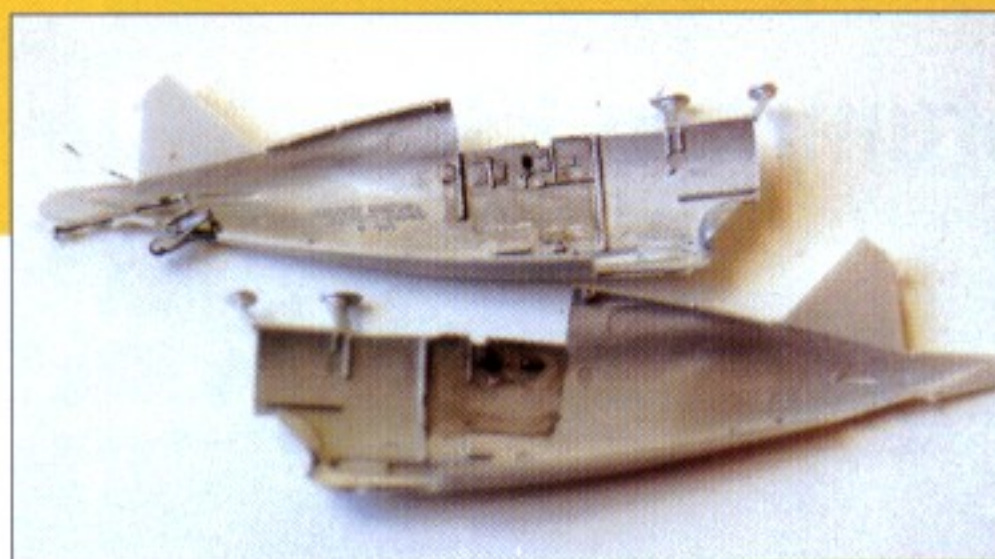
The decal sheet



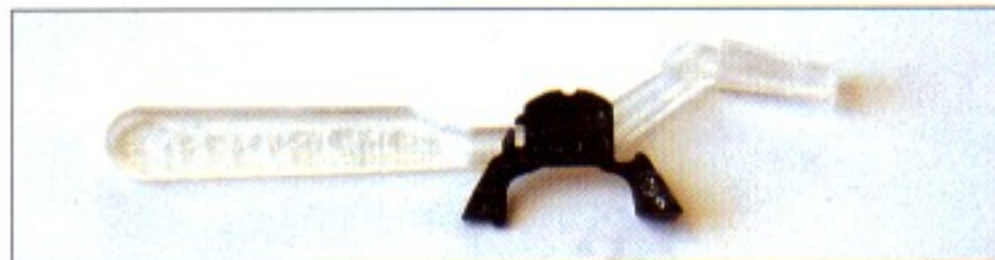
A close-up of the special signed boxes that were a feature of the first 200 examples released



The excellent box art



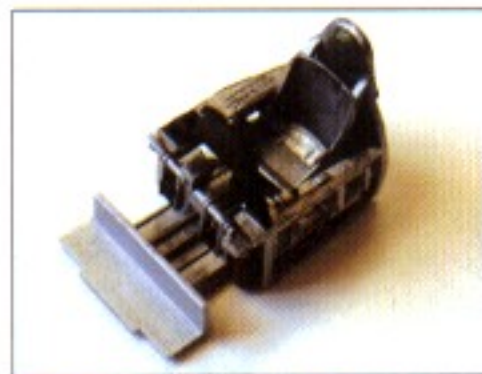
The moulded detail on the fuselage halves



The instrument panel painted and with the decals in place



The fuel tank with appropriate washes



One completed cockpit, minus the instrument panel



Once the cockpit and tail wheels are in place - it is a matter of cementing, clamping and waiting

Fuselage & Cockpit

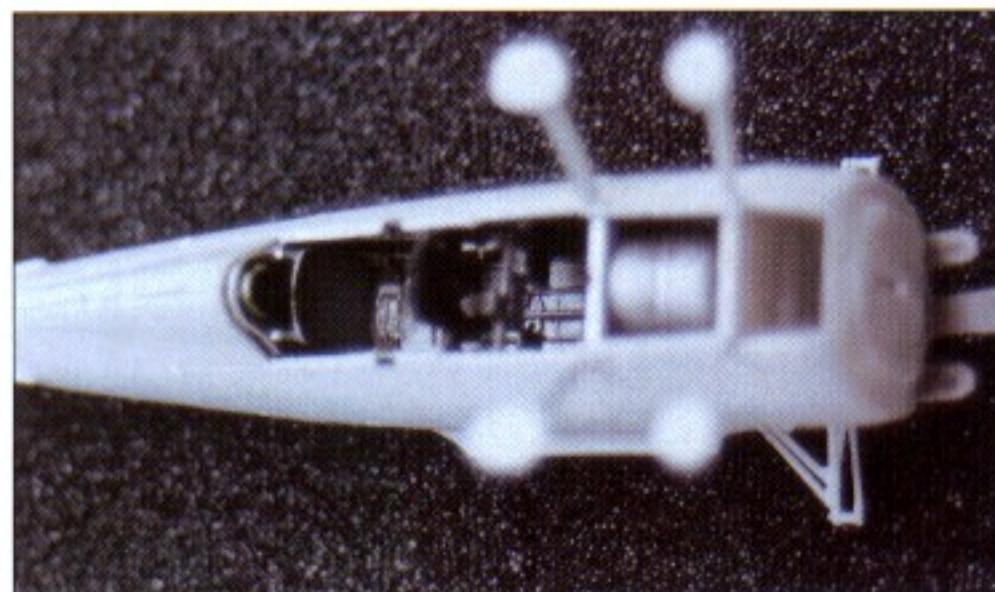
I began with the cockpit and two fuselage halves and these were sprayed with Tamiya Bare Metal Silver (AS-12). Once all was dry, I commenced with construction of the cockpit. This went together with no hitches, but I do recommend you follow the instructions for parts order and construction sequence. These were then painted with the appropriate washes and all the details were drybrushed and picked out for the look of a busy front office. My attentions then turned to the instrument panel, seat and fuselage fuel tank. These



The main oleos in place



A view from underneath



A fuselage in search of a Twin Wasp



High level of detail provided in the cockpit - same as many resin aftermarket companies...



...and the marvellous seat with harness and belts

were all sprayed with Tamiya Bare Metal Silver and then painted with the appropriate washes. The instrument panel was painted and then the instrument decal was added. With the recessed dials, the instrument panel really looks the part and makes for a convincing appearance. Before the fuselage was joined, I cemented into place the tail wheel assembly, which again fit well. Once the whole cockpit was assembled, it was dry fitted to the fuselage - a perfect fit (nice job AM!). The fuselage halves were then cemented together and no filler was needed. At this stage, I assembled the main wheel carriage unit and this went together with no hitches. My only recommendation is to dry fit the components that make up the undercarriage; they fit very well but you must trim the excess from the sprue gates carefully to achieve proper alignment. This is no hard task and rewards the patient modeller.

At this stage the fuselage assembly was completed, but I now turned to the Pratt and Whitney Twin Wasp Junior engine and wheels. The wheels were sprayed with Testors Flat Black enamel and allowed to dry. The engine was then assembled and the etched brass wire set was removed from the fret. The wire set was painted a dark brown and allowed to dry. The engine was painted with Testor (buffing) Metalizer Gunmetal and allowed to dry. It was then buffed and details were picked out with SnJ aluminum polishing powder. This makes for a realistic

metallic look. Now I applied a final coat of black-gray wash and the fourteen cylinder Pratt and Whitney R-1535-84 Twin Wasp Junior was ready to crank out some serious RPM's. The wiring set was then epoxied into place and the engine was ready for attachment to the fuselage. The machine guns were painted with acrylic Gunze Sangyo Steel and cemented into place at this stage. The fuselage top cover was then dry fitted and cemented into place. The modeller should be careful to align all the components of the fuselage, including the fuselage top cover, engine and cowlings before committing to cement. I attached the rear stabilisers along with the stabiliser braces to the fuselage and one should be careful to follow the instructions on how to attach these. Now we have a completed fuselage - Looks good!

Wings & Things

Since the wings, both upper and lower, are one piece I decided to paint the upper wing at this stage. I painted the upper wing with acrylic AeroMaster Finnish Yellow. This colour seems to really match the yellow used by the United States Navy in the pre-war era - I know it is not technically the correct colour but it sure looks the part. I then masked off the wing and painted the 'V' with Tamiya Flat Red. The whole wing was then clear coated with Testor Glosscoat. This was put aside for decalling.

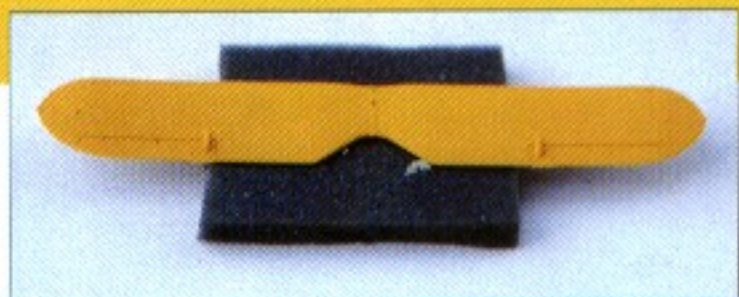


A close-up of the Pratt and Whitney R-1535-84 Twin Wasp Junior-marvellous!



The engine in place

Quick Build Grumman F3F-1



The upper wing painted in the pre-war USN Grange-Yellow



The red identification bands

The lower wings were cemented into place, again with no problems at all. With the main airframe assembled (bottom wings included) I decided to mask off the engine and cockpit and sprayed the main airframe and the underneath of the upper wing with Tamiya AS-12 (Bare Metal Silver). This stuff dries real fast and has a nice hearty finish, which really made the painting easy, with no airbrush clean up. I also masked off the canopy and windscreen and sprayed them with the fuselage colour (AS-12). Once the cowling was dry, I masked it off and painted the front half Tamiya flat red and then the fuselage was masked and the identification band was painted the same colour. We are now coming to the finish line. All that was left for major painting was the tail and rear stabilisers. I masked off the horizontal stabilisers and tail and painted the whole tail area with Gunze Sangyo Semi-gloss White. This colour scheme is the one that is on the box art and by the way is the only scheme that Accurate Miniatures provides any data for. They do however provide the modeller with all the markings to build any of the fifty-seven F3F-1's that were produced. You, the modeller must provide the reference sources to accurately portray another aircraft. I opted for the box art version, which is a proverbial riot of colour anyway.

Final Assembly & Decals

Now this is the stage where the kit really shines and proves to be a little gem of a build! The main wing 'N' struts were now cemented into place with slower drying Testors plastic model cement and the upper wing was fitted for alignment. The upper wing really just clicks into place and the 'N' struts lined up well. I allowed the 'N' struts to dry completely and then superglued the upper wing into place and voila, a biplane! I have built a handful of biplanes in the past and this one is by far the best and easiest to construct when it comes to wing alignment.

The final little bits were now attached to the fuselage. I glued the cowling into place and painted the prop the appropriate colours and cemented it into place too. The wheels and hubs were then painted and attached to the main gear oleos, a task which was made easier by the separate mouldings of the tyres and the hubs. The modeller should however maintain the correct camber of the tyre assemblies when cementing them into place - otherwise a stress free task.

I decided to do the decalling before the rigging. I then proceeded to apply all the appropriate decals which adhered well. The Micro-Scale system was used and no adverse effects arose and the decals snuggled well around all the surface details. Testors Flat Clearcoat was applied to blend in the decals - all went well. I added the

minimum amount of weathering and let the decals and Clearcoat dry overnight.

Rigging

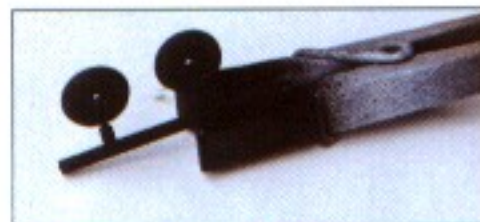
Before I began the final rigging stage, I cemented the canopy and windscreen into place. I especially liked the way the windscreen fits around the telescopic gunsight. Now for the dreaded rigging stage. After reading David Batt's article on the MDC Swordfish (See Vol.3 Iss. 11), and how the etched metal rigging wires were a disaster I contemplated not using the ones that came with this kit. I decided to be brave and went forward with the kit-provided etched metal rigging wires - I am glad I did. The plastic injection moulded parts have pre-formed slots and recesses for the wires to fit into and this made the process that much easier. It took less than an hour to get all the main flying and cabane wires rigged. The only additional wires that need to be added by the modeller are the radio antennas and I used 6mm ceramic fibre which is a very convincing representation of aerial wire.

Conclusion

This is by far one of the best designed biplane model kits, which not only provides excellent details, but is also easy to construct. I proudly admit that I employed no filler in any stage of the building. The parts fit and crisp mouldings make for an



...and on the nearly completed fuselage



A quick spray of black on the tyres

excellent scale replica and should appeal to all prospective builders. This is a perfect first kit for anyone contemplating building a biplane, who has been put off by the complexity. As I am sure you have surmised by now, I thoroughly enjoyed building this kit and highly recommend it to all. This devoted jethead may be building some more biplanes in the future - now didn't I hear that Classic Airframes' has released a 1/48th Curtiss BF2C-1?



The canopy masked and painted

Steven J. Corvi



The completed model



A close-up of plane and pilot



The F3F in its working environment



French Defenders

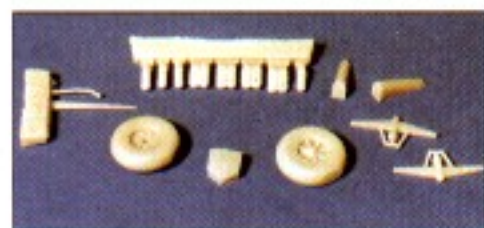
 **Classic Airframes** 

by David Batt

Curiosity is often one of the driving forces in my choice of modelling subject. I cannot claim to have any great knowledge of French aviation but do find that the Armée de l'Air presents some fascinating aircraft types.

The M.S.406

If one thinks of the Dewoitine D. 520 as the 'French Spitfire', then their Hurricane was surely the M.S. 406. Although equipped with a retractable undercarriage and an enclosed cockpit it still employed a fabric covered fuselage and wooden wings, and was numerically the most important French fighter. With just a single engine-mounted 20mm cannon and two rifle calibre machine guns in the wing its light gun armament was its greatest shortcoming. The weight of fire was such that pilots had



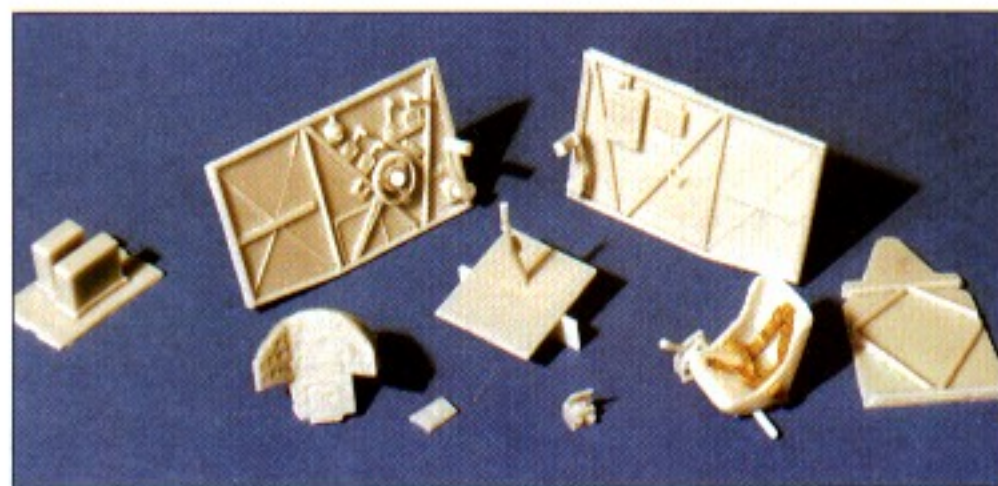
The external resin parts; aerial mast, wheels and the grill for the chin intake, on the right the retraction struts, behind them the cheek intakes and at the rear the 'comb'-like castings are the extension pipes for the Bronzavia exhausts



Technical Data

Morane Saulnier M.S. 406
Manufacturer: Classic Airframes
Scale: 1/48th
Price: £19.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 35, Resin 37, Clear 2
Decal Options: 2
Manufacturer: Classic Airframes (USA)
Available in the UK via: Hannants

to close to within 50 yards to be sure of scoring effective hits, highly unlikely unless the attack came as a total surprise because any bomber gunner would have opened fire



The resin cockpit interior. The addition of plastic rod handles is visible on the left sidewall (left of centre in the background) and the True Details seat harness to the seat



Right side of the cockpit interior

at ten times that distance. Like so many combat aircraft in the period immediately before WWII the M.S.406 was effective when it was introduced but became obsolescent in a matter of months. This became very apparent during the short lived 'Battle of France' when over half of the 144 pilots lost were killed while flying the M.S. 406.

Finding reference material presented a slight problem. Using the facilities at my local lending library (which is one of the un-sung success stories in this age of 'nets' and 'webs') I managed to borrow a copy of a Finnish monograph on the 406. Even though written in Finnish I could decipher the photos, but the title was limited by the lack of any scale drawings and the (understandable) way in which the French Moranes were ignored completely. I found that the article 'Phoney War Frenchman' by



The spinner is a featureless cone and it's up to the builder to get the propeller blades properly aligned. An alignment guide like this is essential and very simple.



Left sidewall and instrument panel in place. The colours are an arbitrary choice for I had no good reference material to fall back on, and the dusty finish is a result of the trimming and fitting required

Richard Caruana in Vol 3 issue 10 (October 1997) of Scale Aviation Modeller International provided the perfect complement to the monograph.



Ready to attach the wings to the fuselage. Note the wing part has been modified with the flaps cut out, a box made up to create the well for the retractable radiator and a hole drilled in the left wing panel for the retractable landing light. Looking at the lower part of the nose, you can clearly see the area that has to be filed flat to provide the 'ramp' into the radiator and also the internal plastic card reinforcement to this area.

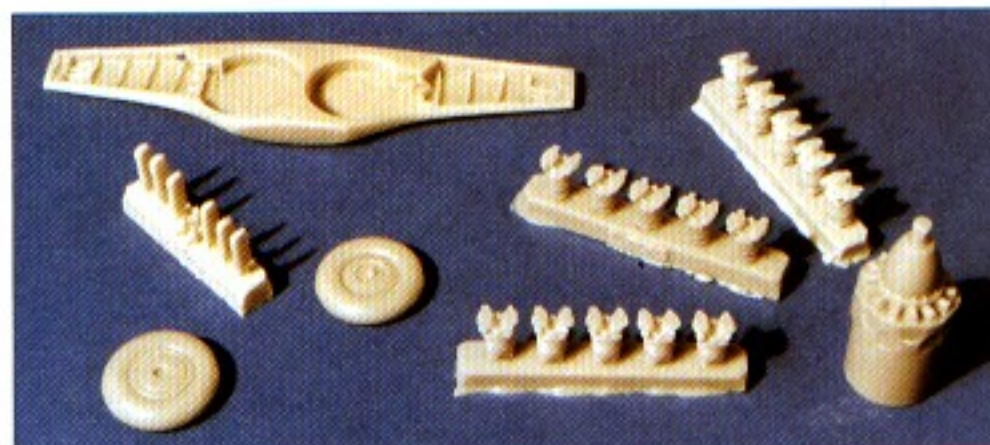
MB.152

I was interested when I saw the MB.152 in the list of forthcoming releases from Classic Airframes and was convinced when I saw the box artwork for the kit, that the type appeared to have all the pugnacious lines one would expect in a thirties monoplane fighter. However, looking through my references turned up some abbreviated and contradictory histories of the type. They were described as being involved in numerous combats during the fall of France even though most were grounded for much of the time due to a lack of propellers. In one they were described as responsible for dispatching Luftwaffe aircraft at the rate of two to one while others suggest they were markedly inferior to the Bf 109. There is consensus however that the MB.152 was a very sturdy aircraft able to survive serious battle damage



Technical Data

Marcel Bloch MB.152
Manufacturer: Classic Airframes
Scale: 1/48th
Price: £19.95
Kit No.: 422
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-Run Injection Moulded Plastic, Resin & Vac-Formed Clear Plastic
Parts: 35 Plastic (Grey), 36 Resin, 2 Clear
Decal Options: 2
Manufacturer: Classic Airframes (USA)
Available in the UK via: Hannants



The remaining resin parts for the engine; cowl blisters, wheels and the interior of the wheel wells

and bring its pilot back and that its comparatively heavy armament of two 20mm cannon and a pair of rifle calibre machine guns was sufficient to bring down the well protected Luftwaffe bombers.

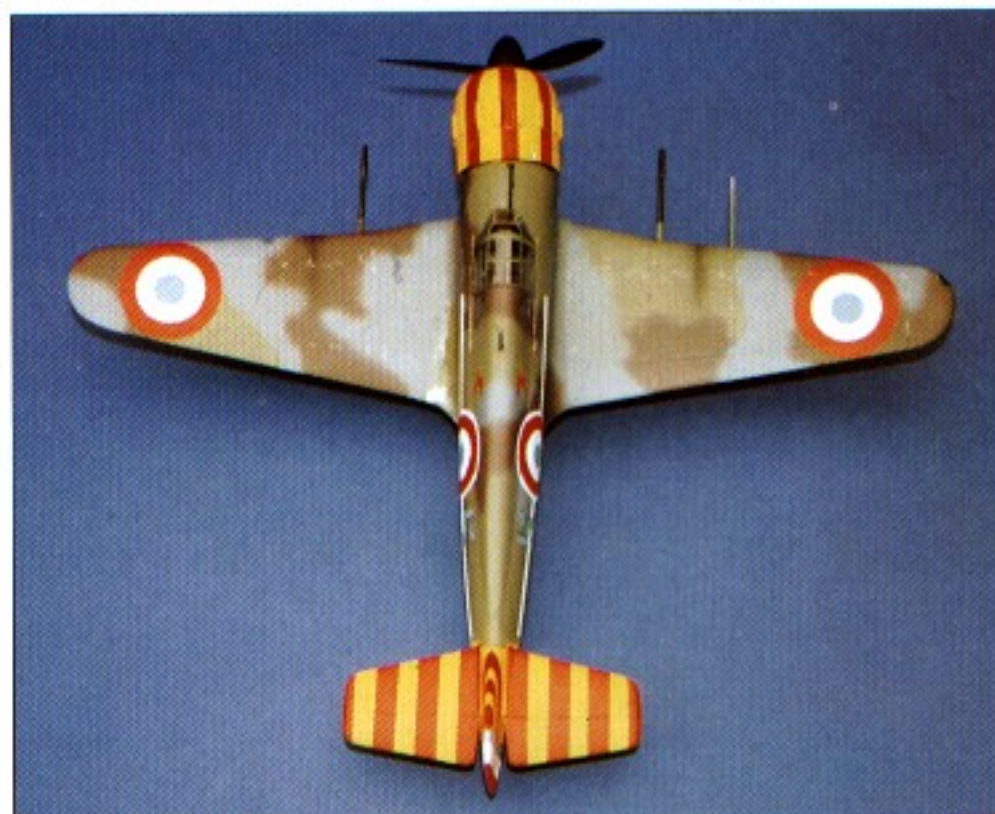
There is one thing the Bloch will never be though and that's a good looker. The boxtop painting seems to show the only angle from which the machine looks at all attractive, from most other aspects it comes across as some sort of aggressive mail-plane from the inter-war period.

The Kits

Both kits are presented in the usual Classic Airframes fashion with a mix of injection moulded and cast resin parts complemented by a pair of vac-formed canopies. This last item is much appreciated, as modellers can sometimes make mistakes when trimming out these delicate parts. The resin components in the M.S.406 are restricted to the interior, wheels and exhaust stacks, while those in the MB.152 also include the complete radial engine, made up with separate cylinders and crankcase. Neither kit features etched brass. I can appreciate that although this medium has received a lot of bad press due to its inappropriate use there are a lot of areas (such as instrument panels and 'cartwheel' gunsights) where it provides an excellent result. Like all Classic Airframes kits to date the injection moulded parts have superbly restrained engraved panel line detail, but these kits show a definite improvement in that the control surfaces have distinctly more positive outlines. The trailing edges are a little too thick for realism, especially when the two halves of the wing or fuselage are brought together, but some energetic scraping can correct this.

With the M.S.406 I found that the provision of certain optional parts, but the

omission of others, was quite surprising. The kit provides the option of tail wheel or skid and also a set of 'Bronzavia' exhausts, but only the larger spinner of the Ratier 1607 propeller



One of the features of the MB.152 was a pronounced side-thrust to the engine and the kit accurately reproduces this

is supplied while the smaller spinner of the Hispano-Suiza 70 is ignored. This does therefore severely limit the choice of finishing options. The retractable radiator is effectively produced but the well into which it retracts is omitted. The barrels of the machine guns are injection moulded and have ended up as featureless 'almost' cylinders while they could have been little gems if they had been resin castings, and the very simple upper aerial mast is a resin casting though the comparatively complex retractable lower aerial mast is a featureless plastic moulding.



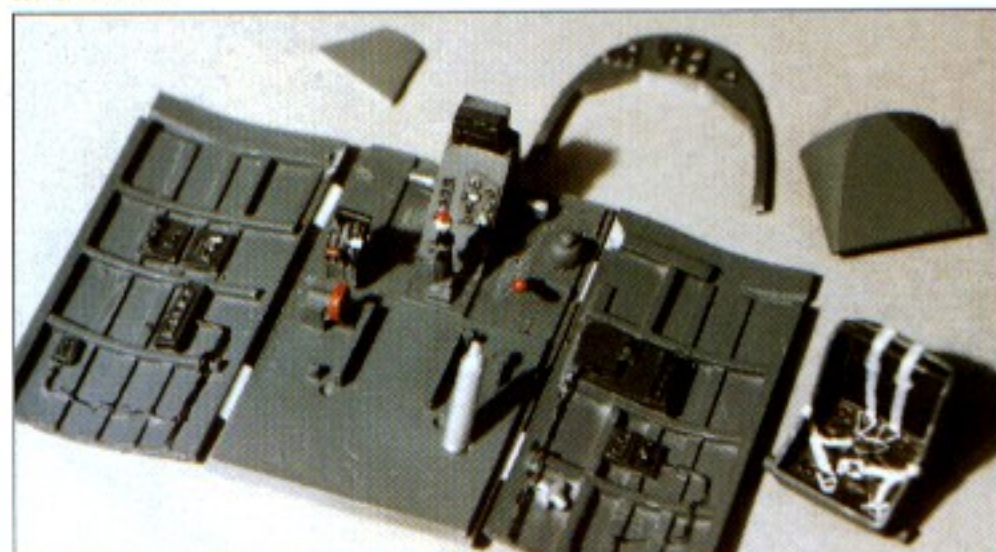
The cast resin parts for the cockpit interior. Plastic rod has been used to add the control levers to the throttle quadrant on the left side of the cockpit floor



Trying to fit the wing: part one. Because the cockpit interior didn't fit properly it fouled the wheel well insert in the wing. A large section was cut out to clear the floor in an effort to allow the wing to fit. It turned out to be a waste of time - see text for details



The completed cowl. Note the way in which the cooling gills have been enhanced by a few passes with a P-Cutter, and the cast resin bulges to the top and bottom



The ill-fated cockpit at an advanced stage of construction. Note how much detail would have to be re-created on a new cockpit floor to replace this grossly-oversized one

2/Lc/Lv.28 based at Syyskuu in 1941. The latter aircraft can be finished either with the yellow theatre markings that were used during the Continuation War or without them as appropriate for the Winter War.

Both marking options in the MB.152 are in the 'classic' French scheme of Gris Bleu Fonce, Terre Fonce and Vert Fonce over Gris Bleu Clair, with one option being in the Battle of France markings of Groupe de Chasse 11/9 at Clermont-Ferrand and the other in the more flamboyant high-visibility markings of the Vichy French Groupe de Chasse 1/8 at Montpellier in 1942.

Getting started - M.S.406

Most of the cast resin parts are used up with the interior; the cockpit sides, rear bulkhead, seat, heel boards, control column and rudder pedals, radio shelf and instrument panel. These were cleaned up and primed with Halfords Grey (acrylic spray) Primer, then along with the few plastic parts for the seat and heel board support, the roll cage, rear former and the fuselage sides, were sprayed Bleu de Nuit. My preferred AeroMaster acrylic of this colour was unavailable, so I cobbled up a match that I thought close enough, utilising RLM 66 Schwartzgrau with a dash of black.

The side panels appear to be simplified but a coat of primer shows up the level of the detail, though as the photo shows I added various handles from lengths of plastic rod. The unusual rudder pedals are well represented but the way they are cast does not allow for the moulding of the peg on which they fit. I added an over-length peg from

Unfortunately for the manufacturers many of these points are an inherent part of the 'multi-media' kit phenomenon; as the hobby moves away from kits that are exclusively injection moulded then builders cannot help but ask why certain parts are produced from material 'A' rather than 'B'.

Colour Options

In the M.S.406 you also get two decal options. These options are for an aircraft of Groupe de Chasse 1/2 flown by Lt Leenhard in September 1939 and for a Finnish aircraft of

Marcel Bloch MB.152



plastic rod, which was then trimmed to fit by trial and error as I prepared to close the fuselage around the cockpit interior.

The resin part R19 looks like it belongs in the cockpit for it is a vaguely S-shaped elongated handle. Alas I couldn't find it anywhere in the instructions and had to leave it out. I have a horrible feeling I'll discover its identity only after I've lost it in the depths of my untidy spares box.

I was a little disappointed in the cast resin seat for it didn't have a seat harness and my own scant references came up with a big fat 'zero' when it came to French straps. There had to be some sort of harness, even though the term *laissez-faire* comes from the French I cannot imagine it extending to their allowing highly trained pilots to fall out of their fighters. In a combination of ignorance and desperation I

fitted a harness from the True Details generic set intended for Japanese aircraft, which doesn't look totally incongruous.

Before beginning the assembly of the major parts I went around the control surfaces with an Olfa P-Cutter to visually (not physically) separate them from the airframe. This is a normal requirement for a Classic Airframes kit and one that I'm happy to accept as a trade-off for the delicacy of the surface detail. A light pass around the cowl panels will also pay dividends.

Closing the fuselage halves around the cockpit parts is not the simplest of tasks but it can be made easier if the builder treats this stage as having six separate elements; radio shelf, pilot's back armour, seat, heel boards, instrument panel and finally the firewall. With the cockpit side panels glued in place and the fuselage sides taped together each of these parts should be trimmed carefully to fit without any undue force, then they can all be brought together. At first the instrument panel seems to be a very loose fit, but the single photo I was able to find of the panel does suggest that there was a large gap at the sides.

One refinement I carried out before joining the fuselage sides was to drill out the exhaust ports and back the holes with plastic card. The ports are slightly elongated ovals rather than perfect circles and this effect can be reproduced by rocking the drill fore and aft once it's gone through the plastic. The grill in the lower nose is supplied as a resin insert and is best fitted at this time while there is access from inside and out. With hindsight I recommend bevelling off the edges of the fuselage opening to give the grill a neat outline, for otherwise it simply merges into the nose contours.

With the sides assembled the bulk of the model is finished. This kit features one of Classic Airframes' unfortunate trademarks; separate wheel well parts that simply do not fit. They can be made to go inside the wing parts by vigorous filing, but this will never correct the way in which the opening in the lower wing is larger than the wells themselves.

Before I assembled the wing parts I cut out the flaps so they could be dropped and I also drilled out the hole in the underside of the wing between the port wing gun blister and the pitot head. This was for the retractable landing light which appears lowered in every photo I've seen of the M.S.406 on the ground. I also cut out the hole for the retractable radiator and, while in the mood for plastic carving, also separated the elevators from the tailplane.

Adding the tailplane parts emphasises the greatest error that Classic Airframes have made in the shape of the M.S.406. The fuselage has a constant width from the cowl through to the rear of the cockpit, which is behind the trailing edge of the wing. From this point it tapers sharply to the tail, but instead of tapering to the sternpost (the vertical 'strut' at the very rear of the fuselage proper, onto which the rudder was hinged) the kit follows a line to the trailing edge of the rudder. There are two problems that arise due to this error. First the rudder has a monstrously thick leading edge, in scale terms some twelve inches wide at the base of the fin and tapering to the fin top. It should actually be a flat plate section about three inches thick. This is a gross error but isn't as noticeable as the tailplane. This has an accurate plan form so if it is fitted to the rear

fuselage without modification then the model will have an obviously swept back tailplane.

Theoretically it may be possible to correct both these errors by progressively scraping away the mating faces of the fuselage sides between the rear of the cockpit and the sternpost to reduce the thickness of the fin. However I had concerns about this, mainly the massive stresses it would introduce into the fuselage halves and such a task would be irreversible once started. I decided to simply cut a small wedge out of the tailplane roots (less than 1mm at the leading edge and tapering away to nothing at the trailing edge) to straighten out the sweep of the tailplane, which immediately reduced the visible error.

There is also a great deal of debate about the contours of the nose for it appears to lack the triangular section that was a feature of the M.S.406. Personally I found the section to be acceptable for the kit does provide a definite 'keel' along the underside of the nose, but I was less happy with the nose profile. As kitted it doesn't show the distinctive ramp to the radiator well, so I took a file to the lower fuselage to create a flat between the lowest point of the nose and the area between the leading edge root. As a precaution I laminated a couple of strips of thin plastic card inside the lower nose, but in the end didn't need them.

Filler was needed around the wing and tailplane roots but not to an unacceptable degree. Some care was needed when fitting the tailplane struts for they are very fragile but need some energetic scraping to clean them up. The cheek intakes are resin items and it's best to get their fit as good as possible rather than leave any join cleaning until after they're glued into place. Their appearance will be improved if a deep line is engraved around their position before they are fitted, for the originals did emerge from the interior of the engine compartment through a hole in the cowl panels.

A further simple refinement was to cut out the solid navigation lights in the wing tips and replace them with blocks of clear sprue which were filed and sanded to shape after they had dried in place. The usual situation (and I stress 'usual' rather than confirmed as correct for the M.S.406) for a vintage aircraft was to find a clear cover over a coloured bulb, and to reproduce this I drill a small hole into each block and fill this with clear red or green acrylic paint before gluing the blocks into place.

After a final check of the various join lines, the finer details may be added; the two aerial masts, the external telescopic sight, the tail wheel or skid of choice and the rudder mass balance. I did wonder whether the latter was the mysterious part number R19, but from photographs the original balance looked to be the size and shape of a table tennis bat with a double handed grip, mounted flat at the very top of the fin. A sliver of plastic rod plus a length of heat stretched sprue formed the balance on my model.

Finally the vac-formed canopy was carefully trimmed and fitted. Personally I prefer to mask these off and spray them with the interior colour before trimming them from their backing sheets because it is easier to see how they fit to the fuselage. The M.S.406 didn't have the best fit and some careful filling and sanding was needed to get anything resembling a neat fit.

Before the model was sprayed with grey

primer I did add the prominent blade and cartwheel iron sight to the telescopic sight with parts taken from a Reheat generic set. Take your pick on these for they are to be found on both the Luftwaffe and USAF/USN sets.

Getting Started – MB.152

As usual construction begins with the cockpit interior and many of the cast resin parts are taken up in this task. The level of detail on these parts is a little sparse and my references were unable to provide any help at all. A French modelling magazine recently carried a comprehensive study of the type and the Editor kindly sent me a copy of it, which indicated that the instrument panel had a plethora of mechanical levers and a few more dials than were carried on the kit's panel. It would be very simple for any modeller to add a representation of these levers with some pieces of plastic card, and dial faces can be reproduced with discs or rings cut from plastic rod or tube, while Reheat produce a generic fret of dials to complement their decal sheets of instruments. I didn't make the effort to enhance the cockpit because I saw some real problems developing which would take priority and possibly make the effort worthless. Even the novice modeller rapidly learns the value of test-fitting parts. With some kits it's worthwhile taping more parts together so that various sub-assemblies can be test-fitted together. For example, parts 1, 2 and 3 may go together great, but when, as a unit, they are offered up to parts 4 and 5 only then do you find that part 1 was too large or small, and it is too late to work on it any more.

What happened with the Bloch? Well, I test fitted the cockpit sides to the cockpit floor and the instrument panel and realised that in scale terms the opening at the top was some 12 scale inches wide. Even a pilot of 'jockey' stature would find this a bit of a squeeze and my mental warning bells were ringing. I taped the cockpit parts together and offered them up to the fuselage and found that to make up for the tiny opening the floor was much too wide. Before any trimming the cockpit was so over-sized that the floor ended up below the line of the lower fuselage. There is a note in the instructions; 'Be sure to dry-fit and trim cockpit parts as necessary to assure a proper fit within the fuselage'. I don't think it's possible! Even if the resin sides were sanded away to the point of disintegration the modeller would still have to scrape their way through the fuselage and out the other side to get the cockpit interior to fit. The only alternative seems to be to remove all the significant detail from the floor (the seat mounting, central console with rudder pedals, etc.) and transfer it to a scratch built new floor, then build a new instrument panel to match the size of the new floor.

Whatever the cause the result is a cockpit that simply will not fit. Bearing in mind that for many modellers the reason of building in 1/48th scale is that detail can be seen this becomes a fairly significant fault.

I scraped and fussed and fiddled and the best I could do was to get the cockpit interior far enough up in the fuselage so that it would clear the wing. I was not impressed, but continued in the hope that with the model finished with a closed canopy the cumulative errors would not be too bad. The instrument panel had to be raised up within the cockpit

sides so that it would contact the coaming and this created a massive gap between the panel and the central console, while the seat ended up some four scale feet below the cockpit edge.

Before the fuselage was set aside I looked into the fitting of the canopy. I'd decided to leave this closed and was surprised to find that the modeller was expected to work their way around the two semi-oval rear quarter lights even though the canopy forming presented these as part of the fuselage spine (builders of the Mauve series of P-40s will understand what I'm talking about.). I decided to cut the top of the fuselage away along the canopy tracks and down the panel line immediately behind the quarter lights to simplify the trimming and fitting of the canopy.

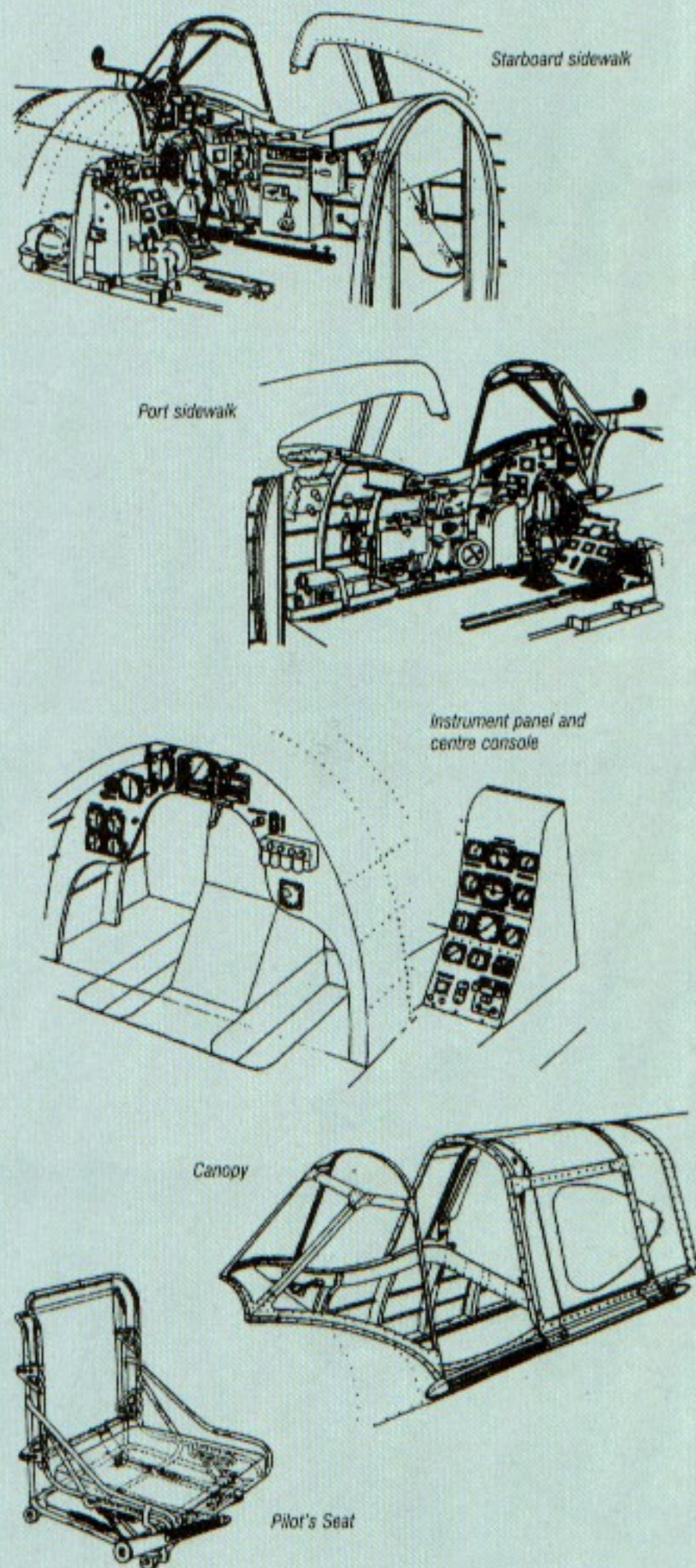
With the fuselage halves joined the work moved to the engine and cowling. These items were all neatly formed though I did run a scribe around the very faint outlines of the cowl cooling flaps to bring them out a bit. The engine crankcase is a single casting to which the fourteen cylinders are added. No wiring harness or push rods are supplied or indicated and without reference material it's not possible for me to say whether this is an actual omission or an unusual feature of the original engine. Whatever the situation the high quality of the castings cannot be denied and once the engine is buried away within the deep cowling and hidden by the large spinner any omissions become less visible. Although it adds to the complexity of the kit it has to be said that the provision of separate cowl bulges is a neat idea for it would not be possible to mould the bulges properly without the use of expensive multi-part moulds. The three bulges on each side are moulded on the cowling but the four on top and the pair on either side of the carburettor intake are cast separately in resin. It proved to be easy to sand the resin bulges down on a wet wet/dry sanding block and drop them into place with gel type superglue, any excess being quickly wiped away. After the carburettor intake was added to the bottom of the cowling both this and the engine were set to one side and added after final painting.

Wall-climbing (MB.152)

Next came the construction of the wing. A large resin insert is supplied to form the wheel wells and I was at first very impressed with this, for not only did it feature a high level of impressive looking internal detail but it actually matched the opening in the lower wing part, something that doesn't always happen with Classic Airframes kits (see my comments about the M.S.406). A little filling was needed to get the well casting tightly fitted to the lower wing part then it was fixed in place with super glue gel. Alas, I should have thought back to my experiences with the cockpit interior. On trying to offer it up to the fuselage, the first thing that happened was that the well casting fouled the cockpit floor, where this could not be fitted properly into place. A large square section was cut out from the centre of the well casting to clear the cockpit, with measurements being transferred using dividers, then a second fit was tried. This time the top of the casting fouled the lower edges of the opening in the fuselage, at the front of the wing root fairing.

I became aware of a sizzling noise like a

Marcel Bloch MB.152



not-so-slow burning fuse at the back of my mind, back where my temper lives. Before trying anything else I thought I'd dry-fit the upper wing halves to the lower wing and wheel well casting. Did it fit? No way. There was a gap at least 2mm wide along the leading edge of the wing. I blew my top, cursed the air blue, ripped the casting out of the wing and determined that I'd simply finish the project. It may be possible to file down the well casting and scrape out the wing interior but I couldn't see the need. It shouldn't have been necessary. As it was I simply fitted just the very ends of the resin casting to give the undercarriage struts something to fit on while the bulk of it went into the bin, then the wing was fitted to the

fuselage with only a modicum of filler being needed.

The tailplane halves are one-piece items and it would be simple enough to separate the elevators and droop them if desired, though I'd recommend that a Olfa P-Cutter would be the ideal tool for this task. There are no tabs or slots to align the halves so it's entirely up to the builder, and I have always found that Humbrol liquid cement is more than adequate to produce a sound butt joint. I felt that the injection moulded struts were a little insubstantial so replaced these with lengths of Contrail aerofoil section plastic strip.

Underneath the wing the Spitfire style oil cooler was added to the left wing and the retractable aerial added left of centre on the

Morane Saulnier M.S.406



fuselage underside. At the rear the tail skid needed a lot of cleaning up but ended up looking quite neat, while the wing cannon also needed a lot of cleaning up to get the best from the moulded detail. Both the pitot head and the upper aerial were neatly produced and added without modification and finally the canopy was cut from its backing, masked up with tape and masking fluid and added with Humbrol Clearfix

before being sprayed with AeroMaster Bleu de Nuit, the same colour that was used for the rest of the interior.

Spray time - M.S.406

Both the kits' colour options use the French colours of Gris Bleu Fonce, Terre Fonce and Vert Fonce over Gris Bleu Clair in a disruptive pattern, the only difference being that the pattern of the Finnish example was a lot more

intricate. I used AeroMaster acrylic paints #1100, 1103, 1102 and 1101 respectively, sprayed freehand with an Aztec fitted with a fine line spray tip. Two sprayed coats of Johnson's Klear floor polish provided a base for the decals which were applied using Microscale setting solutions. I did paint the rudder in gloss white to provide an undercoat for the tricolour but with hindsight I do not think this was necessary. The upper wing cockades were certainly dense enough to prevent any show through of the camouflage.

A single coat of Model Master Acryl Matt Varnish finished the task before some smoke burns were applied with Xtracolor Exhaust and a few light paint chips added with a Karismacolor silver pencil. When adding the paint chips remember that this aircraft was constructed mainly of wood and fabric. Finally, the masking tape was removed from the navigation lights and a little clear varnish applied to improve their clarity.

Spray time - MB.152

Once again I used AeroMaster acrylics throughout for the exterior finish, making use of the French colours of Gris Bleu Fonce, Terre Fonce and Vert Fonce over Gris Bleu Clair sprayed freehand with an Aztec airbrush (fine line tip). The great disadvantage of the AeroMaster acrylics is their fast drying time, which is also their greatest advantage. When feathering in the edges of the colours such tiny quantities of paint are used that it dries on the paint tip, and until AeroMaster release an acrylic retarder the only solution is to keep an old toothbrush to hand soaked in a mild detergent solution so that the tip can be scrubbed clean every few minutes.

I sprayed the yellow onto the nose and tail after the camouflage was applied and decided to try the kit's decal striping as this gave a definite match for the red of the national insignia. I used Insignia Yellow from the ModelMaster Acryl range and if I had masked the stripes I think that Italian Red from this range would have been acceptable (Humbrol Insignia Yellow and Marker Red are alternative enamels).

As with the M.S.406 I used Klear floor polish as a base for the decals, a coat of Acryl Matt Varnish to seal the decals once applied and the whole job was completed with some smoke stains using Xtracolor Exhaust and paint chips applied with a Karismacolor silver pencil.

Finishing off - M.S.406

The prop consists of a simple spinner with three separate prop blades and it's entirely up to the builder to get them all aligned right. I laid some wide masking tape onto a grid lined cutting mat then drew onto it a circle centred on one of the main lines. Three radii were drawn on to the circle at 120° and the spinner was laid over the centre of the circle to mark the blade positions. A suitable drill was used to indent the blade root positions on the spinner and the blades glued into place with tube cement, then the assembled spinner placed over the rough template to align the blades correctly. When finished the entire spinner was sprayed with ModelMaster Matt Black and glued into position.

Wheels and struts are cast resin with the main legs and doors from injection moulded plastic. Alas the instructions are not that clear on how the parts go together and there is a

paucity of alignment marks within the parts. Without doubt the retraction struts (?) are the best of the resin parts with the wheels themselves being adequate, but the trailing struts being pointless. I replaced the latter with plastic rod. The undercarriage legs and the doors are a little crude by mainstream standards but it all goes together well in the end, using tube cement for the undercarriage leg to wing joint and superglue gel for the wheels, struts and doors. I followed the kit colour instructions slavishly but am unable to comment on their accuracy.

The flaps were made entirely from 10 thou plastic card and painted Interior Cream as this seemed a likely hue. The flaps were set at about 60° which looked right judging from the photos I have seen. I added the radiator by gluing the upper parts of the housing just inside the hole I had made and the two exposed 'hoses' (?) fitted where they touched. This isn't the ideal but alas my references do not extend to showing the upper part of the hoses where they must enter either the rear part of the cowling or the radiator well itself. Finally I made the lowered landing light by push-moulding heated clear sheet over a former made from shaped plastic rod, the rear part being the classic reflector shape of an old-time car headlight while the front lens was slightly domed. The rear was painted first with silver and then with Interior Cream. Classic airframes do provide an FS number for this shade but as I do not have access to an FS guide this courtesy was not helpful and I simply mixed yellow and white paints to a shade that looked 'right'.

Finally the canopy was fixed in place with Clearfix but no aerial wires were added as I am uncertain of their existence, let alone their position.

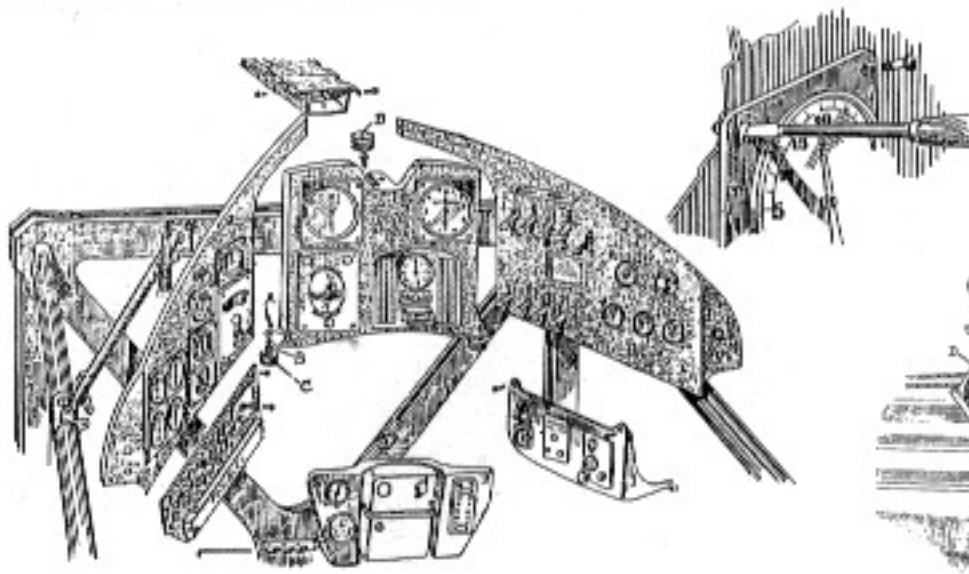
Finishing off - MB.152

A small vac-formed sheet provides a pair of lenses for the landing light in the left wing leading edge, like the canopy a spare being provided. This was trimmed and fitted in place with Clearfix then the undercarriage fitted. The legs and retraction struts are injection moulded items and are well moulded but do lack any obvious connections; they fit together where they touch. Without the wheel well insert some of the alignment proved to be a bit dodgy. I'd copied the location point of the retraction strut from the well and my model ended up with the undercarriage angled inward with upright wheels, much like an Fw 190. However, the tiny three view I have of the MB.152 shows it with straight legs and wheels at an angle to the ground. The resin wheels curiously do not have a 'flat' moulded in, so it's for the builder to decide whether they want to introduce this increasingly popular touch with a couple of swipes from a file.

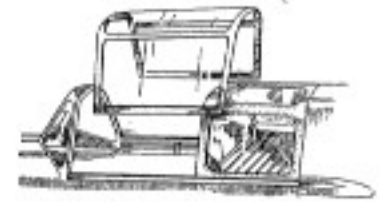
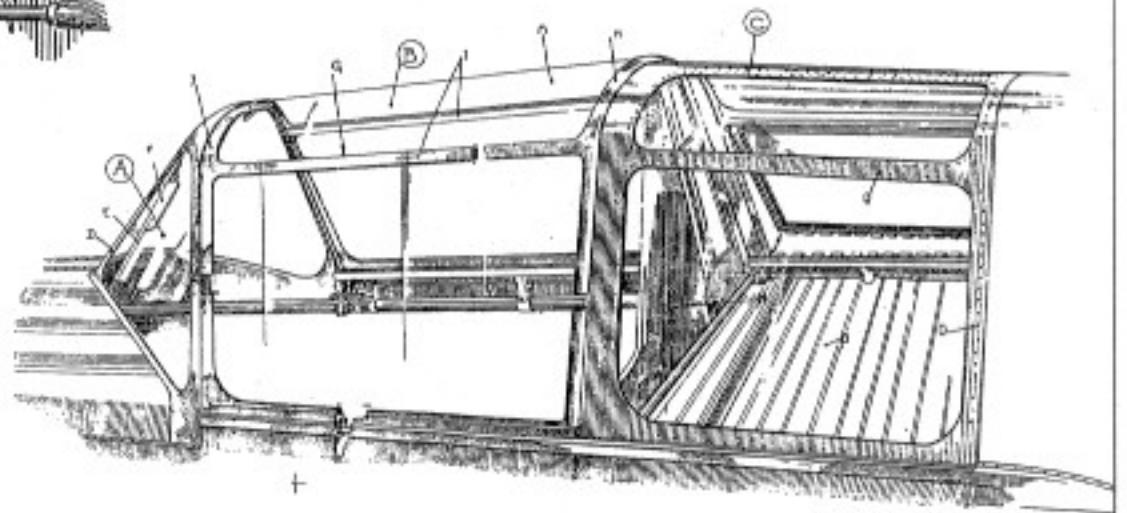
The engine slipped positively into the cowling with the help of a couple of light passes from a file across a couple of the cylinder heads to ease the way, then the engine was super-glued to the front of the fuselage. No provision is made for the cowling to be fitted to the fuselage, it simply sits around the engine.

The propeller and spinner is made up from separate blades with a two-part spinner, and a hole has to be drilled in the back-plate to accept the motor shaft. Once

Morane Saulnier M.S.406

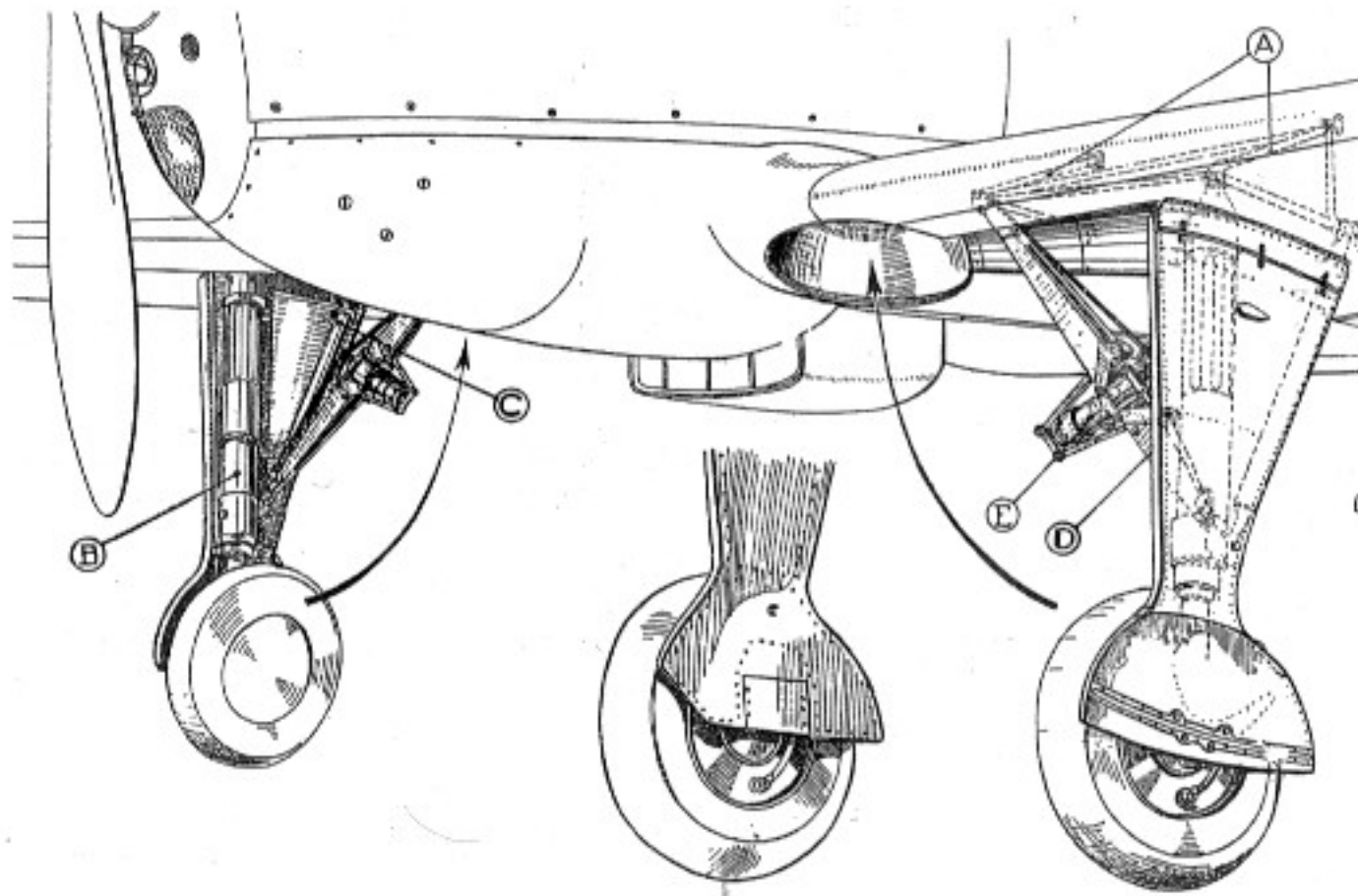


Instrument panel

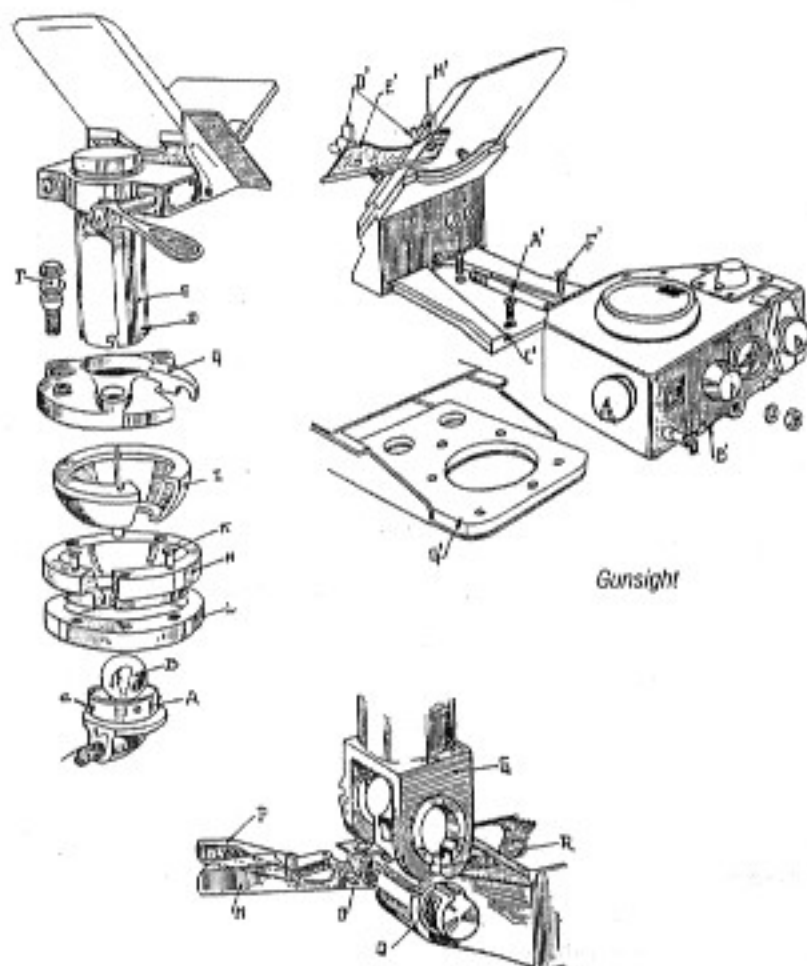


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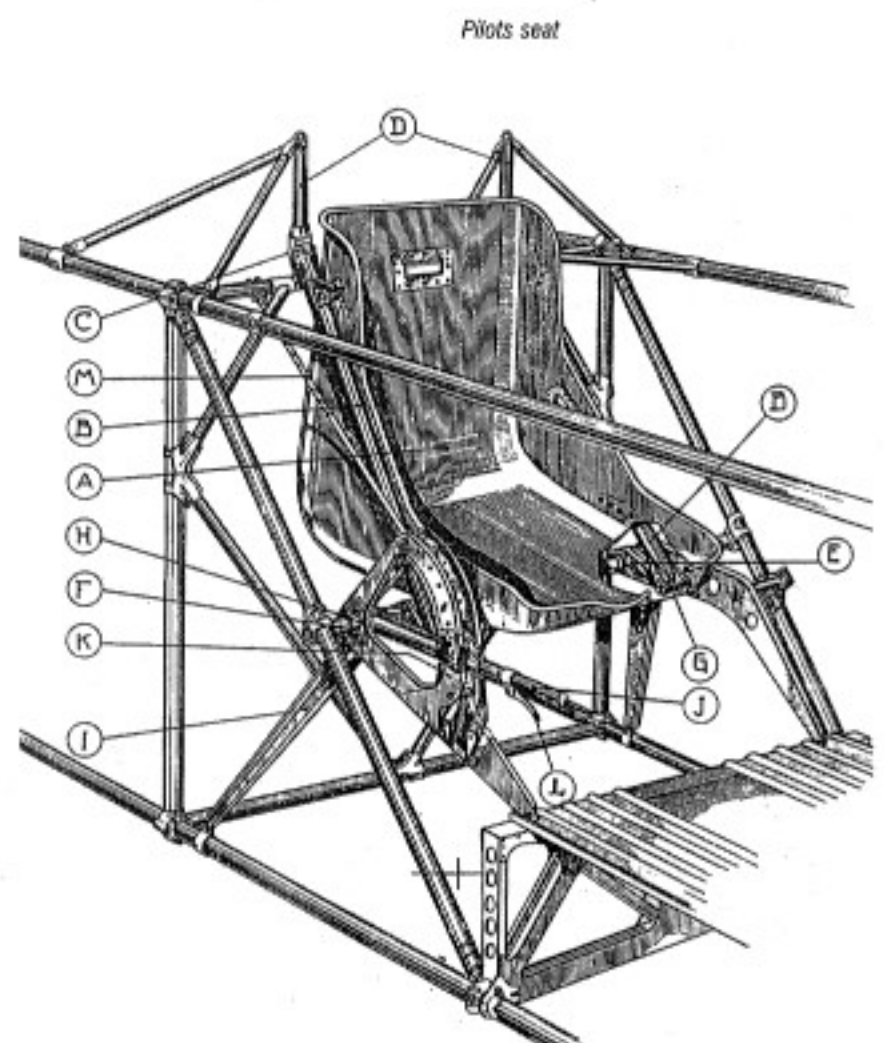
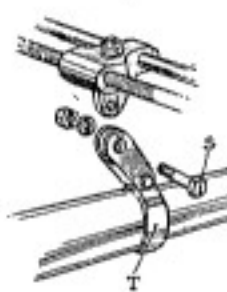
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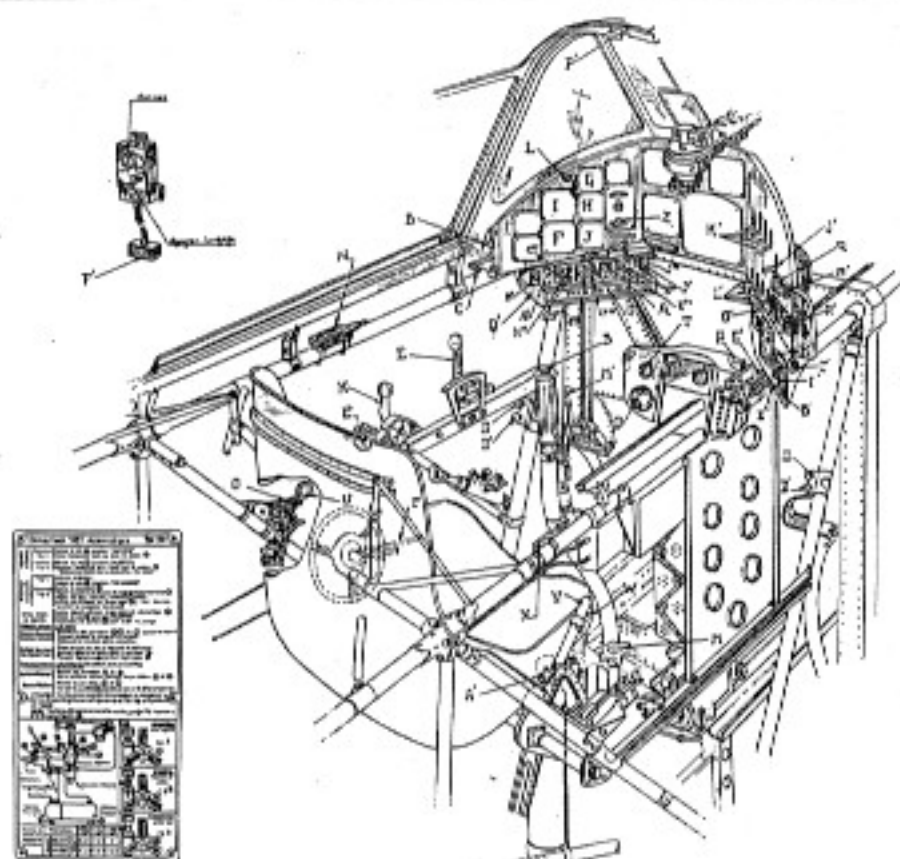
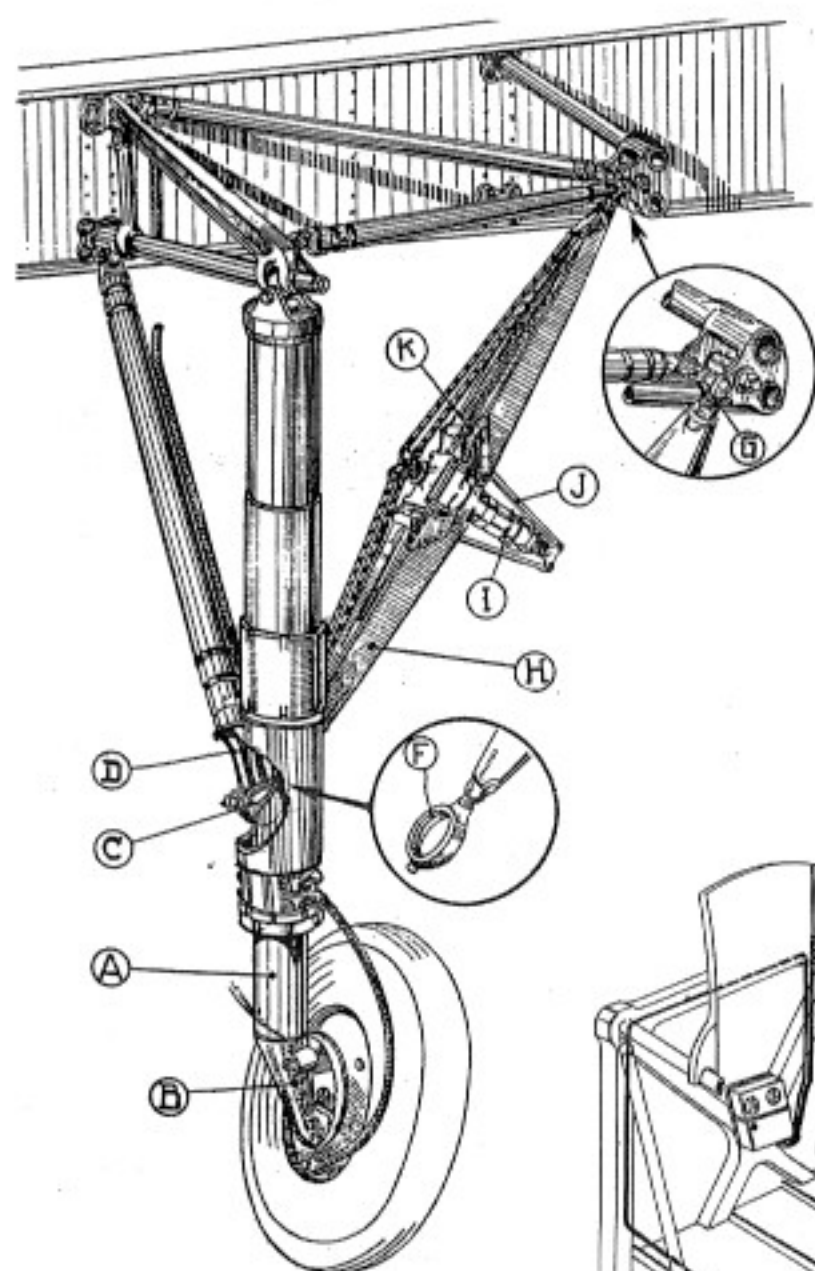
Undercarriage



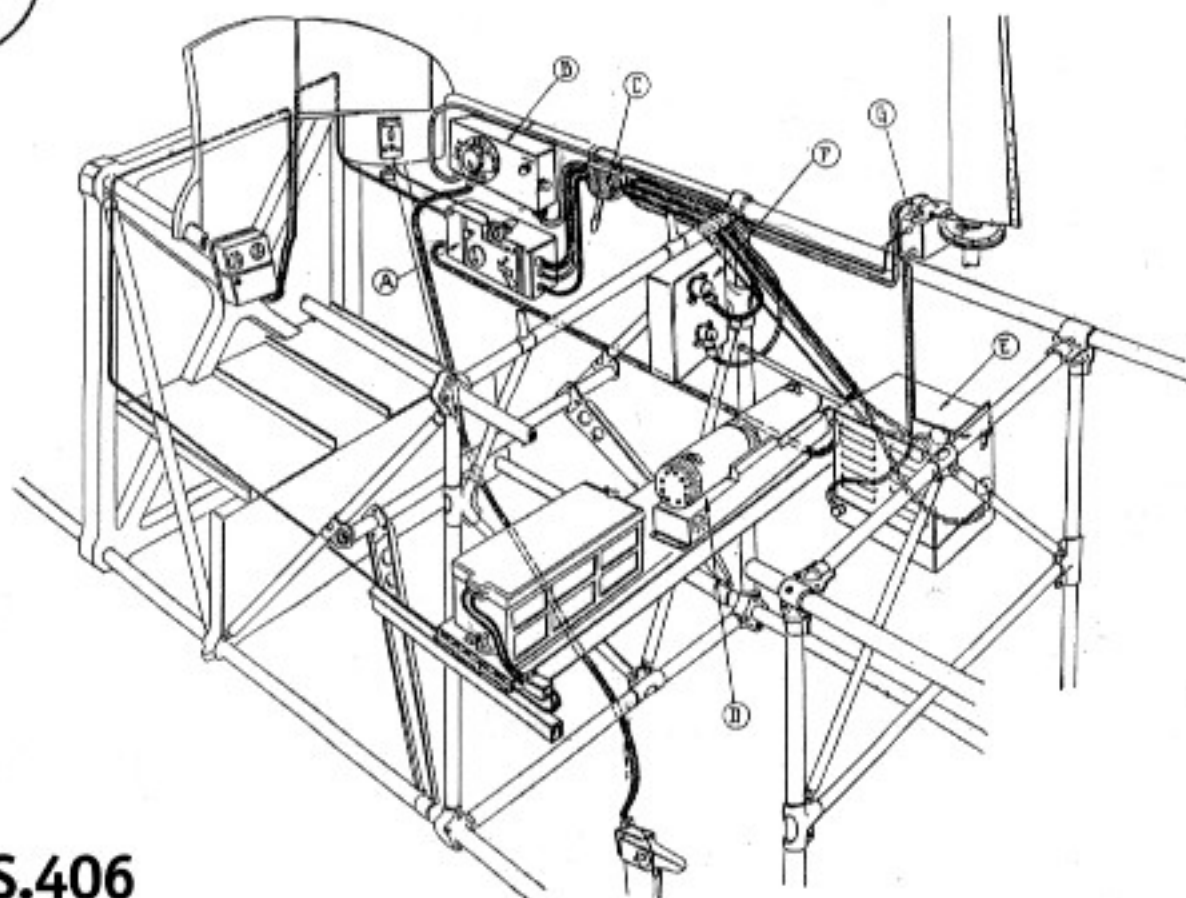
Gunsight



Pilot's seat



Cockpit layout



Morane Saulnier M.S.406

complete this was sprayed overall with Acryl Matt Black and simply pressed into place.

There is no gunsight in the kit, neither the reflector sight in the cockpit or the external telescopic sight with its superimposed 'iron sight'. I had ignored the reflector sight but the external assembly was made up from a length of plastic rod with card struts, while the cartwheel and bead sight came from a generic Reheat set.

I was trying to decide where and how an aerial wire should be fitted when I learned that French aircraft didn't have such things. The idea behind the retractable lower mast was that when it was extended in flight the aerial ran vertically from the top mast to the lower, which gave the required length for effective transmission.

Accuracy - M.S.406

In scale terms the model is spot on in its

length of 26ft 10in but six scale inches too great in span at 35ft 3in. In terms of its shape it is a very good match to the scale plans in the edition of Scale Aviation Modeller International referred to earlier and all in all makes for a neat little replica of this unusual fighter.

Accuracy - MB.152

In the most arbitrary terms the kit measures out at 30ft length with a 34ft 3in span against quoted dimensions of 29ft 10in and 34ft 7in respectively. I regard this to be perfectly acceptable in this scale, and the model also captures the general appearance of the type well.

Summary - M.S.406

At first I considered this aircraft to have all the Gallic charm and élan of a Citroën 2CV but during the few weeks it sat on the workbench its distinctive lines have grown on me. Like all Classic Airframes kits it is not intended for the novice but any

mainstream modeller with moderate experience could safely take this kit on. This manufacturer is turning out kits of variable quality but in my opinion this is one of their better offerings in terms of both overall accuracy and ease of building.

Summary - MB.152

Well, emphatically not one of Classic Airframes' best. This business of resin parts that cannot be made to fit confounds me. The major parts went together fairly well, perfectly acceptable for a limited-run kit, but many of the fine detail parts were almost useless and it is the fine detail that makes 1/48th so popular. The September 1999 (Vol 5 Iss 9) edition of Scale Aviation Modeller International included news of detail sets from Pend Oreille Model Kits to suit the MB.152. The Editor admits to being suspicious if the sets, particularly the cockpit interior, will actually fit the Classic Airframes kit for they may have been engineered for an older POMK kit,

but all I can say is that they could hardly be worse (POMK assure us that these sets have been designed for the Classic Airframes kit - Ed). The downside is that the advertised price for these sets from POMK in America was in the region of \$33 which will more than double the overall cost of this kit.

Conclusion

Have I been put off Classic Airframes kits yet? No, not entirely. I'm already slaver at the news that they're going to release a Breguet 693, one of the sexiest heavy fighter/attack bombers in history and my order is going in for it, but I'm not sure how I'll feel if the next Classic Airframes kit is as far below par as the Bloch MB.152.

My thanks to Classic Airframes for the review sample and to AeroMaster for the paints (via Athena Books).

David Batt

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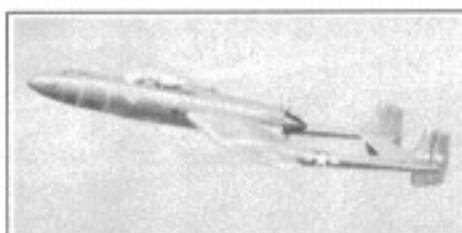
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Camouflage and Markings, Imperial Japanese Air Forces, 1937-1945

Part 4 Imperial Japanese Navy Aircraft from December 1941 to 1945

The Pearl Harbour Attackers

We have long been certain of tailcodes and formation markings, but some matters relating to colour schemes of the Pearl Harbour attackers have not always been as certain. There have been conflicting opinions. Only relatively recently have colour scheme details been settled to most people's satisfaction.

Tailcodes of all First Air Fleet aircraft were now red, but there was also a need for additional visual formatting aids (in view of the large number of aircraft involved), so a system of coloured fuselage tail bands was established, using red, blue, yellow and white. In addition to these, command, or leader, markings were added to vertical tail surfaces, in the form of one, two or three horizontal coloured bars.

Overall Ame-Iro Grey

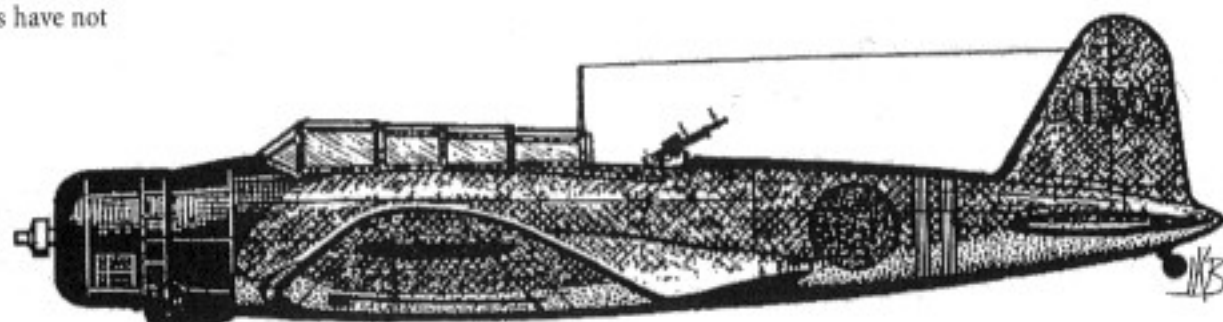
From its first appearance, the A6M (Zeke/Zero) was finished in what was to become the new standard paint scheme for carrier-based navy planes and floatplanes: overall mid-to-light grey, which was a warm grey-green or brownish-olive or yellow ochre grey, nowadays starting to be known by its 1942 Japanese description of caramel-coloured grey, "ame-iro", with a smooth, low gloss surface finish. Shipboard aircraft could also have the glossy sealing topcoat varnish applied, which further coloured and deepened the tone of the grey. (Further details were included with the Colour Notes of Part 3 in this series).

Camouflaged Kates

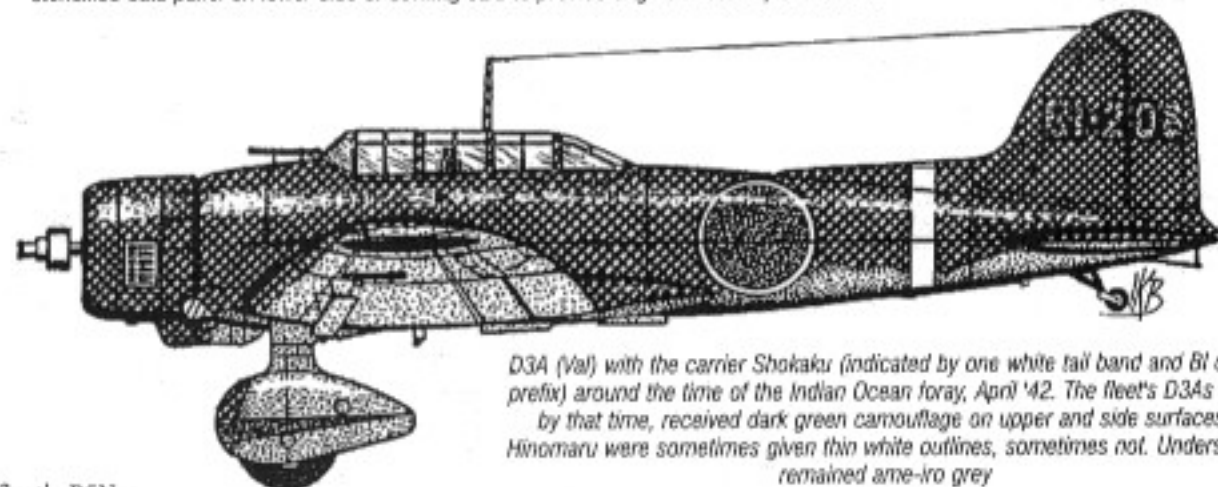
Just prior to the attack, the B5Ns were given a hasty camouflaging. This was presumably due to the vulnerability of their form of attack: having to hold a steady approach line and speed. Neither the D3A dive bombers, nor the A6M fighters were then camouflaged, but before Pearl Harbour green and brown

camouflage paints are believed to have been used. At different times, various opinions have been expressed regarding the form and extent of this camouflaging. Similarly, it has been argued that green, only, was used. It now seems everyone was right, in a sense!

When instructions to camouflage the



B5N (Kate) carrier attack bomber with the carrier Hiryu (indicated by two blue tail bands and BI code prefix) at the time of the Pearl Harbour attack. Hiryu's overall ame-iro grey B5Ns were given a dense mottle of dark green and earth brown, apparently including the undersides of the outer folding portions of wings. Black nose and individual aircraft number of inboard wing undersides, red codes and drift indicator markings on upper surfaces of tailplane, white stencilled data panel on lower side of cowling said to provide engine-related specifications



D3A (Val) with the carrier Shokaku (indicated by one white tail band and BI code prefix) around the time of the Indian Ocean foray, April '42. The fleet's D3As had, by that time, received dark green camouflage on upper and side surfaces. Hinomaru were sometimes given thin white outlines, sometimes not. Undersides remained ame-iro grey

fleet's B5Ns were issued, no specific indication can have been given regarding how this was to be executed, resulting in considerable variation from one carrier to the next.

A great many of the Akagi's B5Ns were given a solid coat of dark green over upper and side surfaces down to quite a low division, although some had broad dark green swirls and blotches on their sides instead of solid colour, leaving quite a bit of the original grey still showing.

It seems likely all Kaga B5Ns were given solid dark green over upper and side surfaces.

The B5Ns of both Soryu and Hiryu wore a close mottle of dark green and brown on sides and uppers.

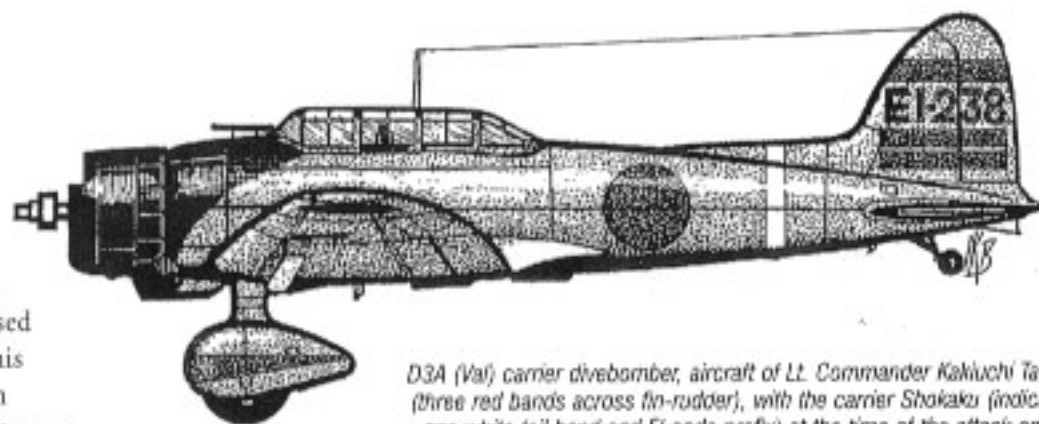
Most of Zuikaku's B5Ns were given solid dark green, although at least one is thought to have had dark green and brown together in a random disruptive camouflage.

Shokaku B5Ns, on the other hand, received a simple, dabby, mottle of dark green, applied to wing and tailplane topsides and rear fuselage decking, almost as though there had been insufficient paint to do a more thorough job.

individual aircraft numbers on wing undersides in black, large, with the tops of numerals toward the wing leading edge. Their original purpose is said to have been for the identification of individual aircraft during torpedo-bombing practice.

Strike South and Indian Ocean

Camouflaged VALs. D3As (Val) off Sorye, Hiryu, Shokaku and Zuikaku had received dark green camouflage paint by the time of their foray into the Indian Ocean in April 1942. This probably occurred during



D3A (Val) carrier dive bomber, aircraft of Lt. Commander Kakiuchi Takahashi (three red bands across fin-rudder), with the carrier Shokaku (indicated by one white tail band and BI code prefix) at the time of the attack on Pearl Harbour. Overall ame-iro grey, black nose, red codes, red wheel spat flashes and drift indicator markings on upper surfaces of tailplane

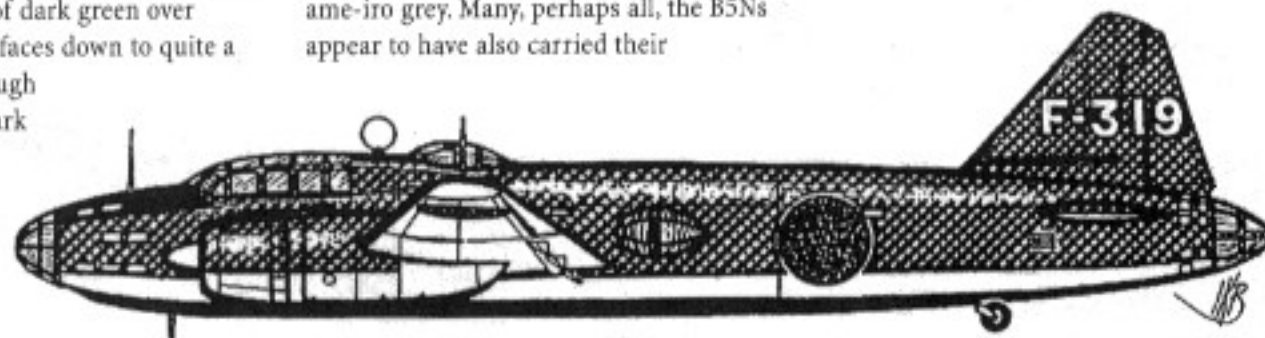
the time spent supporting the invasion of Borneo and the Netherlands East Indies, when temporarily operating from land bases. The carrier dive bombers involved in the initial Darwin raids would therefore have been seen camouflaged, like the B5Ns and their supporting land-based G3M (Nell) and G4M (Betty) colleagues.

It appears likely that the camouflaged D3As of Shokaku and Zuikaku had their Hinomaru thinly outlined with white, whilst those of Soryu and Hiryu may not

have been. On the other hand Soryu's and Hiryu's coloured fuselage bands and red tailcodes were often thinly outlined with white for improved visibility. Only the front edges of wheel spats were camouflaged, the stylish red flashes being allowed to remain. It would be easy to assume that the

black engine cowlings were left untouched, and perhaps many were. However, photos of some VALs off Soryu at that time show the undersides of their

Black engine cowlings and nose decking were unaffected by the addition of camouflage, and all un-camouflaged surfaces remained the original yellowish ame-iro grey. Many, perhaps all, the B5Ns appear to have also carried their



G4M (Betty) land-based attack bomber, No.19 with Air Group 702 (indicated by the F code prefix) late 1942 or early 1943. Factory finish dark green sides and uppers with bare metal undersides, black-painted anti-glare nose decking and inner sides of engine cowlings. Characteristic Mitsubishi hard, straight division between upper and lower finishes. Notice how the camouflage green was masked to provide a 'half' outline to the Hinomaru

cowlings painted grey, indicating these aircraft must have been given a comprehensive in-service repaint job.

The carriers' A6M Zeros remained overall ame-iro throughout this period.

1942 Camouflage

At the time of Japan's invasion of the Southwest Pacific and Southeast Asia, overall grey was to be seen on many new ex-factory IJNAF aircraft: floatplanes, carrier attack bombers, carrier dive bombers, carrier fighters and sundry other types.

Camouflage was not a service-wide requirement, although it was officially sanctioned for use as operational unit commanders saw fit. Much service depot and local field application of camouflage occurred. Normally only dark green was now employed, applied directly over the previous light finish. Hasty applications of

scheme', continued to operate in these colours.

Betty Camouflage. Some of the first G4Ms (Bettys) were a disruptive camouflage of dark green and dark or medium brown, applied in a rather ragged, hand-painted looking manner which would seem to indicate they had

older and newer camouflage styles was to be seen amongst formations of attacking bombers in the initial stages of the Pacific war.

Navy aircraft at home bases remained grey, pre-war 'silver' or trainer orange.

1943-44 Camouflage

Universal Camouflage. It was not until 1943 (either early '43 or mid '43, sources differ) that low-visibility paintwork was officially adopted by the IJNAF for universal application to the upper and side surfaces of all its aircraft, with the exception of trainers and test aircraft which continued to be orange.

Instructions went out to all commands at

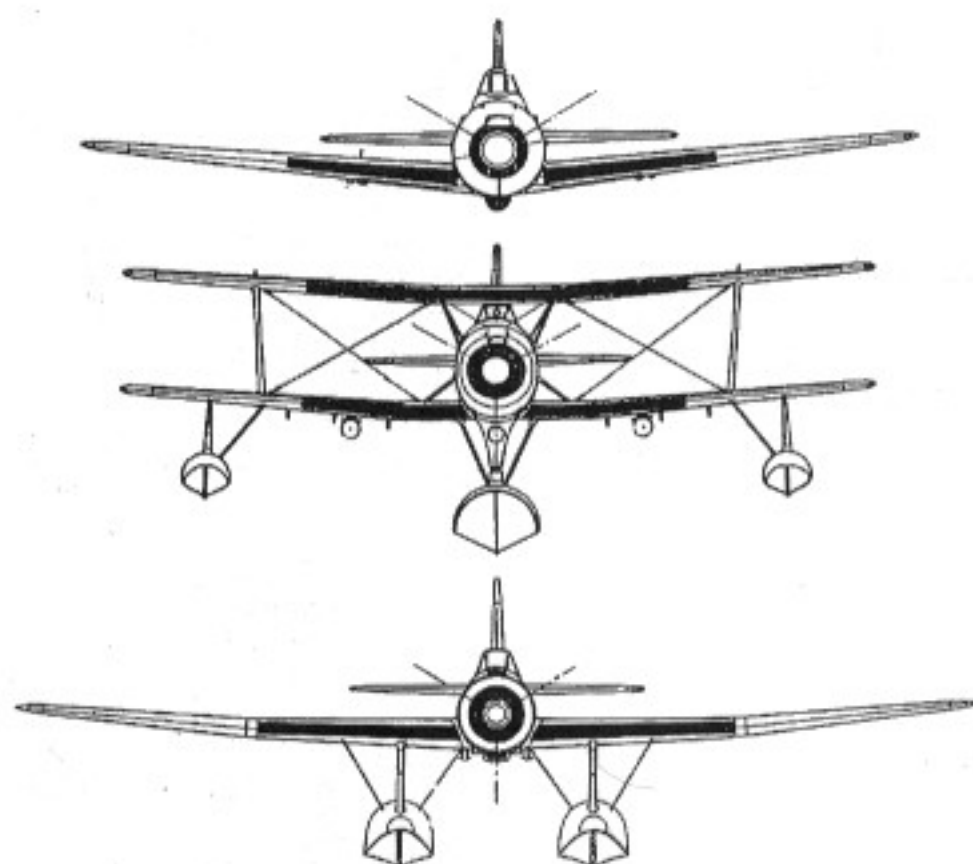
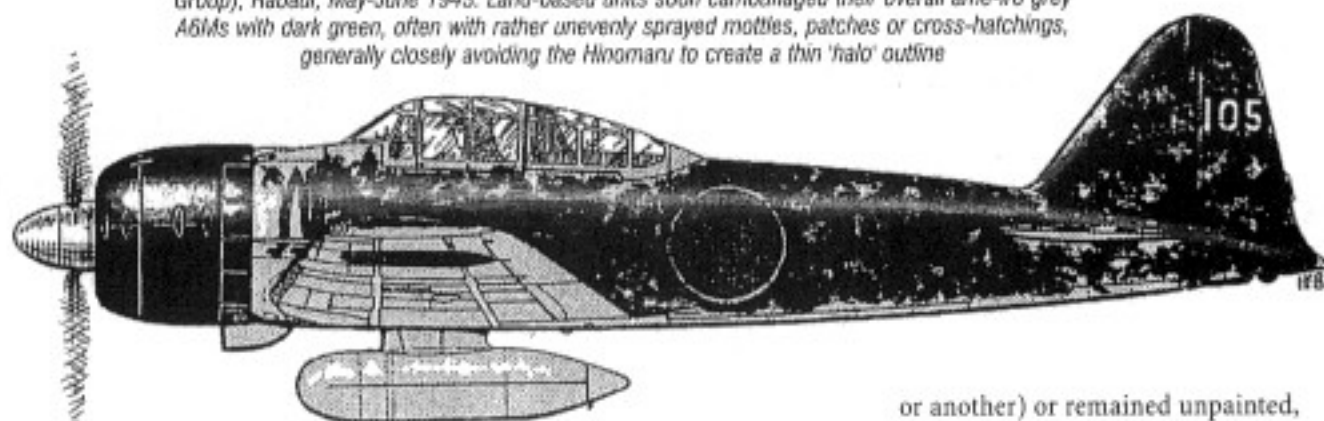
home and overseas in June and appear to have been re-issued in May of 1944. There must have been a similar instruction to aircraft builders, for it seems clear from photographs that all combat aircraft being built for the navy were being delivered factory-finished in dark green uppers by the second half of 1943 at the latest.

Ship-Based and Land-Based Schemes

Generally, undersides were either light grey (of one shade

or another) or remained unpainted, usually depending upon whether they were officially defined as ship-based or land-based types. Many kit painting instructions and colour profile illustrators continue to show light grey undersides for all camouflaged IJNAF aircraft, but you would be well advised to treat this with some caution. We have it on good (Japanese) authority that the standard ship-based camouflage scheme included light grey undersides, but the standard land-based camouflage scheme left undersides unpainted. The distinction was based upon each aircraft type's formal naval description, not the circumstances of its operational life. So the A6M, as a defined carrier-based type ("Navy Type 0 Carrier Fighter") was factory-finished with grey undersides, irrespective of whether or not it was to be

A6M (Zero/Zeke), aircraft of Hiroyoshi Nishizawa with Air Group 251 (previously the Tainan Air Group), Rabaul, May-June 1943. Land-based units soon camouflaged their overall ame-iro grey A6Ms with dark green, often with rather unevenly sprayed mottles, patches or cross-hatchings, generally closely avoiding the Hinomaru to create a thin 'halo' outline



Wing leading edge strips on three Navy Type 0 (indicating they are 1940 designs) aircraft: an A6M (the A indicating a carrier fighter design), F1M (the F indicating an observation floatplane) and E13A (the E indicating a shipboard reconnaissance floatplane). This marking provided frontal identification of friendly aircraft. Originally an Army home defence marking in red, it had been adopted by both services by mid-1943 for marking on aircraft in yellow, typically a deep yellow

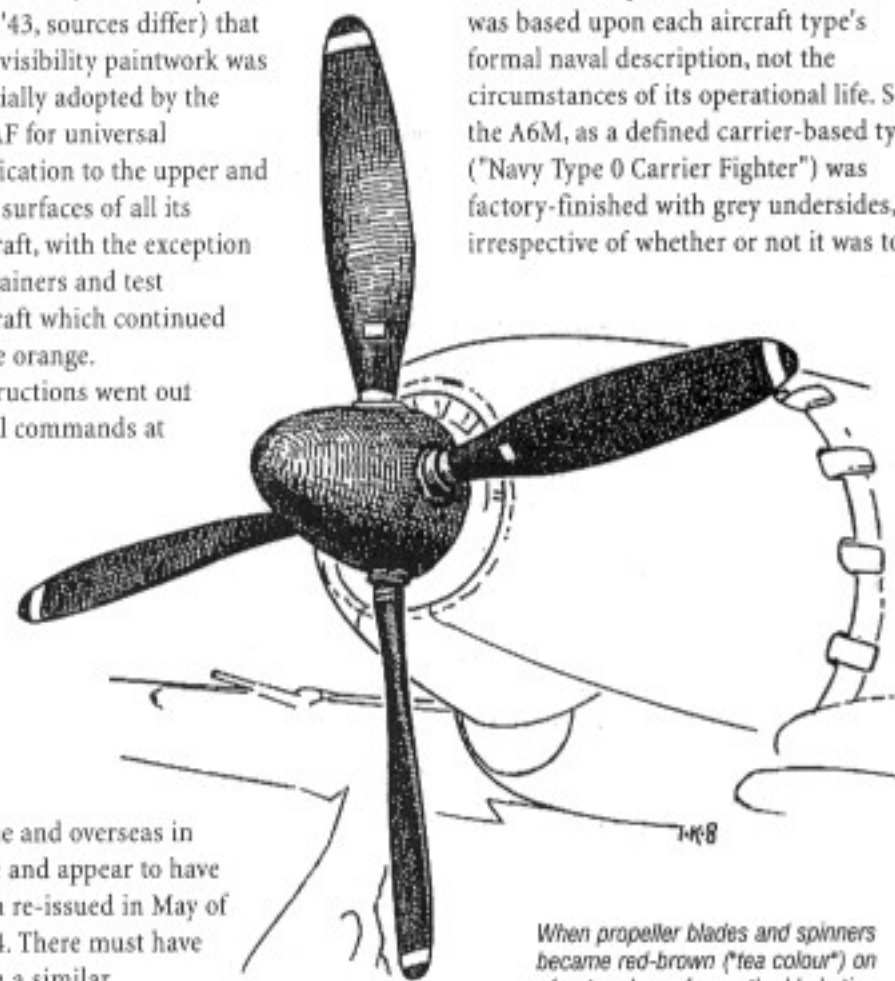
a single coat of camouflage paint invariably meant poor paint adhesion which led to early flaking and peeling. By contrast, the factory-applied grey paintwork, red honoraru and black cowlings and anti-glare panels survived in much better condition for much longer.

With the exception of A6M (Zero) fighters virtually all land-based IJNAF aircraft, many floatplanes, and the large flying boats, were to be found wearing some sort of camouflage by early 1942. Amongst the last to be camouflaged were Zeros: those operating out of Rabaul and Bougainville from late 1942 to early 1943, were sprayed with dark green, either in a solid coverage of upper and side surfaces, or in soft mottles, scribbles and cross-hatchings. Numbers of ship-based floatplanes, along with aircraft of the carrier-based striking force continued to wear overall grey for a time.

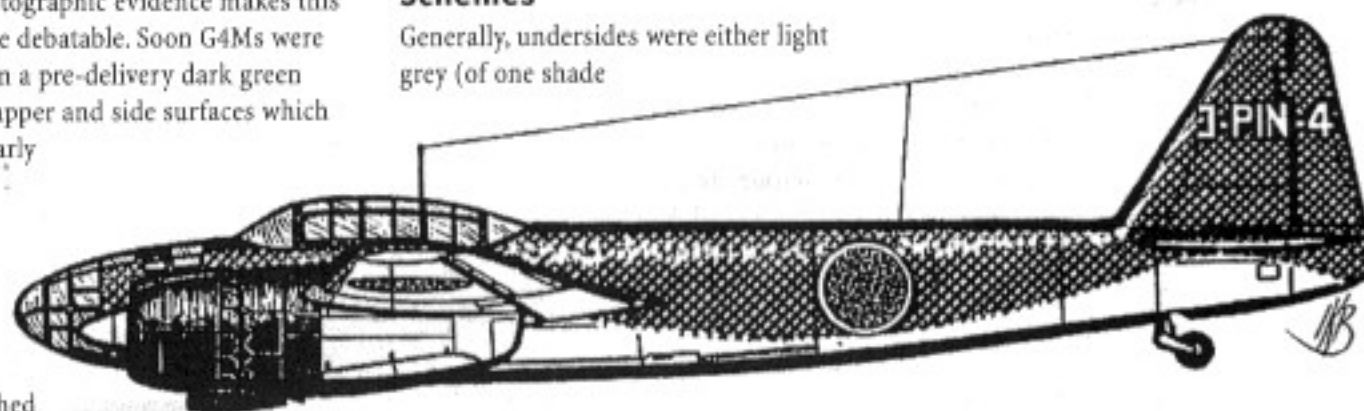
Aircraft already camouflaged in the dark green and brown disruptive 'China

been delivered in the short-lived bare metal finish, then given a quick 'China scheme'-style camouflage. It remains unclear whether or not these examples might also have acquired light grey undersides: some sources seem to automatically assume they were, but actual photographic evidence makes this much more debatable. Soon G4Ms were being given a pre-delivery dark green finish on upper and side surfaces which can be clearly

distinguished in photographs by the straight, hard boundary between the upper green and the unpainted undersides. A mixture of both



When propeller blades and spinners became red-brown ('tea colour') on front and rear faces, the blade tip warning bands became yellow, typically a pale yellow. The warning bands appear usually to have been applied to blade fronts only



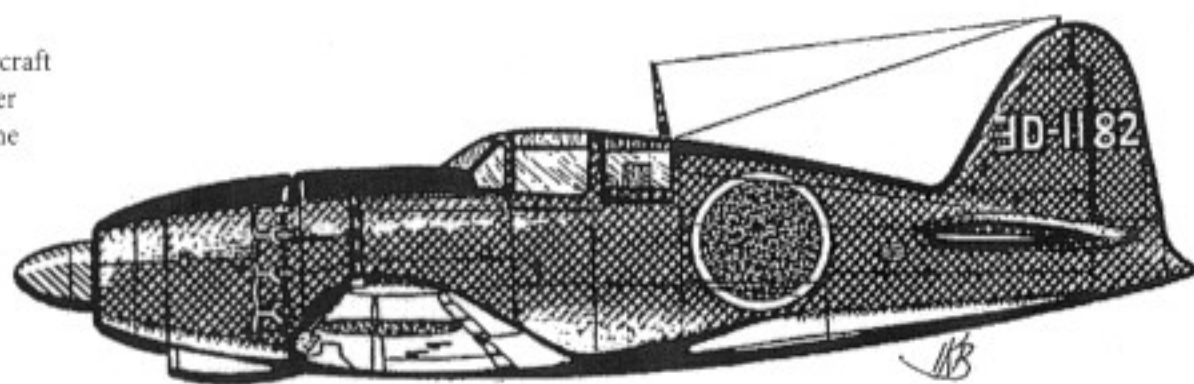
PTY Ginga (Frances) land-based bomber showing in white the tail code of a IJNAF pre-production test and proving aircraft: the 'ko' prefix indicates this; the suffix number shows this to be the fourth example whilst the middle section identifies the aircraft type and builder. Dark green camouflage with bare metal undersides, black engine cowlings and nose decking

assigned to a land-based unit. The NIK2-J (George), for example, (the "Navy Interceptor Fighter Shiden Kai") was specifically designed for land-based use and was therefore to be found with unpainted undersides. Naturally, one can find exceptions.

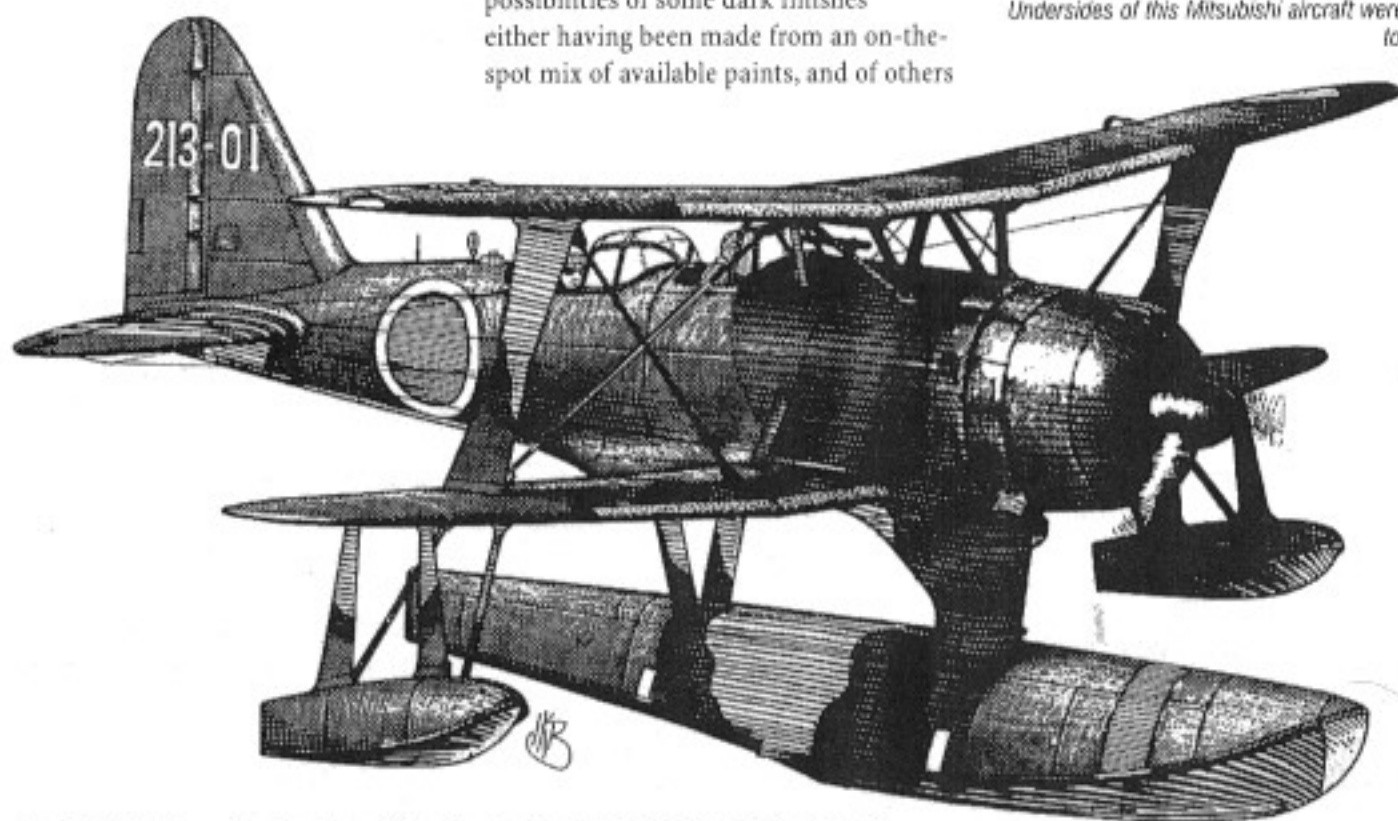
With the general adoption of camouflage, the earlier ame-iro grey appears to have been phased out, replaced by paler shades of grey and grey-green.

Night Fighters

During 1944-45, some aircraft engaged upon night fighter operations, particularly the J1N (Irving), were wearing an overall dark finish. Medium-dark to very dark greys, black and black-green have all been mentioned at one time or another. This presents us with the twin possibilities of some dark finishes either having been made from an on-the-spot mix of available paints, and of others



J2M Raiden (Jack) land-based interceptor fighter, no.82 with Air Group 302 (identified by the 'yo' D code prefix) on home defence ops in 1945. Dark green camouflage with black anti-glare nose decking. Undersides of this Mitsubishi aircraft were initially pale grey, but on later production aircraft are believed to have been bare metal



10. F1M (Pete) observation floatplane off the Yamato class battleship Musashi, from Aug.'44. Dark green camouflage with pale grey undersides. White codes, drift indicator markings on tailplane uppers and beaching trestle location markings on main float sides, red prop warning band across main float upper surface

1944-45 Camouflage Dark Green and Black Green

The actual appearance of the dark green camouflage colour tended to vary somewhat from maker to maker, doubtless contributing to present-day colour debates. Many claims regarding the dark green have indicated a slightly bluish green. But there was another dark green which was even darker, more of a black green with a hint of yellow in it. The existence of both a dark green and a black green is nowadays generally acknowledged.

being the black-green factory finish by then widely applied to navy aircraft. In their book *Moonlight Interceptor*, Robert Mikesh and Osamu Tagaya refer only to "black-green" for the overall dark finish of several J1N night fighters whose colours and markings they describe in detail, specifically distinguishing this colour from the slightly lighter shade of dark green carried on the upper surfaces of reconnaissance versions of this aircraft.

Maritime Patrol

Japanese airborne radar development lagged well behind the U.S. and British, being of limited use and availability. A great many night fighters operated

visually. Many of the radar-equipped aircraft were those engaged upon the vital task of patrolling the sea lanes, critical lifelines of Japan's industry and war effort. These lifelines were coming under intense pressure. Shipping was being forced to make maximum use of darkness for cover, and in these circumstances radar-equipped escort aircraft were of value.

Many of these radar-equipped maritime patrol and escort aircraft, such as G4Ms (Betty), old B5Ns (Kate) and the new Q1Ws (Lorna) wore a dark overall finish like that of night fighters.

Propellers and Cowlings

Black engine cowlings continued to be the standard finish in 1942. Over the years there has been much debate concerning the actual colour of this 'black', blue-black, purple-black, charcoal grey and very dark blue-grey all being cited. But again it seems highly likely that much of the contention is the result of different paints from different makers, observed after being subjected to varying degrees of fading and weathering.

The A6M (Zero) continued

to be delivered with black cowlings even after factory-applied dark green upper surfaces were introduced. Perhaps this was simply because nobody altered that feature on the officially approved painting diagrams. Nakajima appears to have persisted with black engine cowlings as part of the delivery paint finish for all aircraft supplied to the navy; for example on its J1N (Irving) reconnaissance and night fighter series, its B6N Tenzan (Jill) carrier attack bomber and C6N Saiun (Myrt) carrier reconnaissance aircraft. But other new types, for instance Kawanishi's new N1K Kyofu and Shiden/Shiden-Kai (Rex and George) fighter series had no such paint feature, nor did the Kugisho D4Y Suisei (Judy) carrier reconnaissance, bomber and night fighter series. Many trainers and various prototypes and acceptance test aircraft continued to be given black cowlings.

Propellers

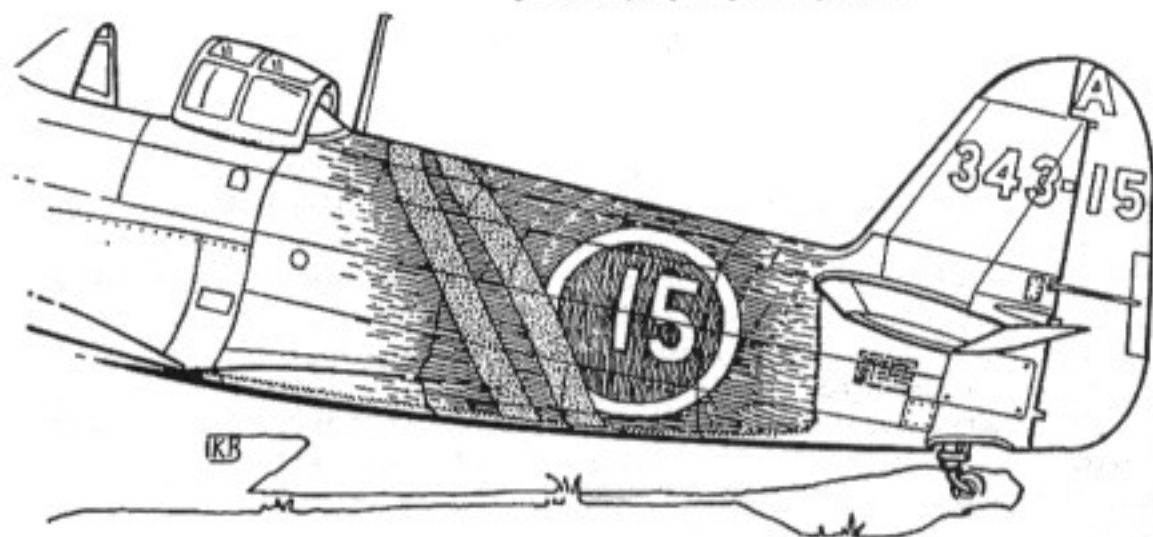
It was not until 1944 that the low-visibility effect of camouflaging was completed with general adoption of dark colouring, normally a brown or red-brown (described as "tea-colour" in Japanese) for the front faces of propellers, thereby eliminating the telltale silvery glint of spinning props. Until then, navy aircraft propeller blades had remained bright on their front faces with red, or red-brown, bands near the tips. At or around the time of the official adoption of dark green camouflaged upper surfaces, those twin propeller tip bands had become one single broader one. When the front faces of propeller blades ceased to be bright, the single tip band became yellow. Sometimes the whole 100mm of blade tip was yellow.

Spinners

As a general rule one could say that spinners were unpainted when the front faces of propeller blades were unpainted, and red-brown when props' front faces were red-brown, although exceptions to this are easily found.

Cabins and Cockpits

Translucent Blue-Green Lacquer. Comprehensive specifications existed for the protection from corrosion of airframes destined for the IJNAE. A highly effective phenolic lacquer was applied to the metal surfaces of interiors, wheel wells, etc. It is believed this otherwise clear material was coloured simply to make it easier to ensure proper coverage



F1M (Pete) observation floatplane off the Yamato class battleship Musashi, from Aug.'44. Dark green camouflage with pale grey undersides. White codes, drift indicator markings on tailplane uppers and beaching trestle location markings on main float sides, red prop warning band across main float upper surface

during manufacture. Typically thought of as having been a translucent blue-green, the colour in fact ranged from a strong blue to lettuce green. Heavier applications to exposed parts such as wheel wells and tail wheels, together with age and exposure, created a darker appearance.

Finishing Colour

Internal surfaces more exposed to view in cabins and cockpits were often (but not always) finished with a topcoat, typically a nondescript grey-green, olive green or khakiish sort of green, sometimes lighter, sometimes darker. Use of an ochre-like colour has also been mentioned. Even an off-white has been recalled.

Instrument Panels could be the dark green camouflage colour of the external surfaces, or the same colour as the rest of the cockpit, sometimes they could be black or red-brown. It is impossible to be specific here, without going into exhaustive detail. The best advice for modellers is to study whatever references they might be able to get hold of,

which could no longer be sustained. In 1945, with the aircraft industry's human and material resources approaching exhaustion amidst approaching chaos, unpainted metal surfaces were to be found in cockpits and cabins and elsewhere.

provided a serial number, the manufacturer, and date of manufacture.

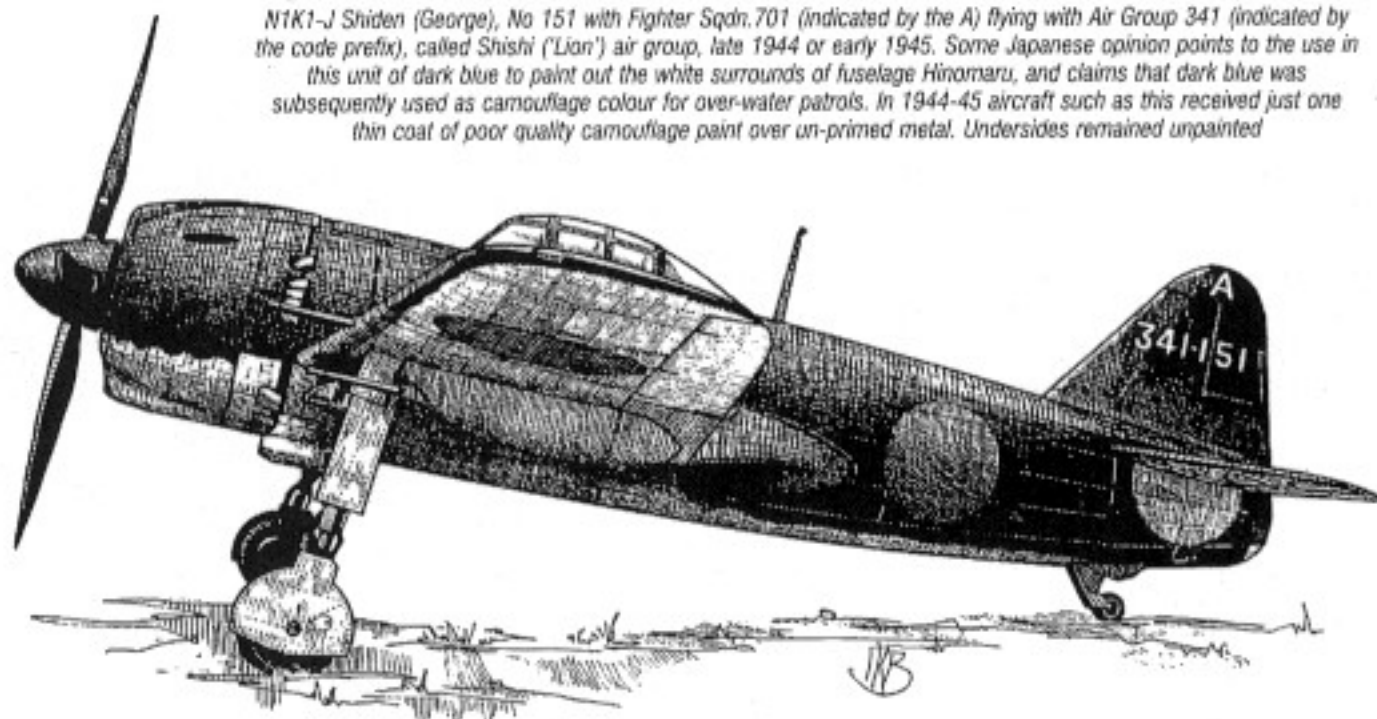
IJNAF aircraft carried the usual few, simple, stencilled warnings, and advisory markings characteristic of aircraft of those days. Many of these were marked in red, which means they

of a spinning propeller. This was to be seen on floatplane float tops, sometimes on fuselage sides of multi-engined aircraft, and on the fuselage decking of the H9K flying boats.

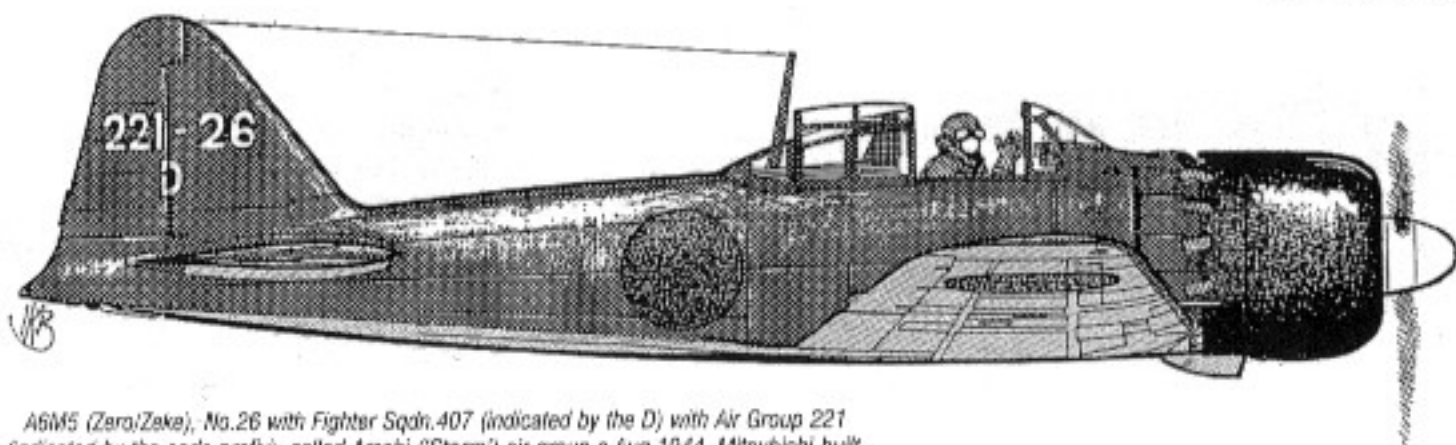
The white lines seen on the tops of A6M5s' engine cowlings were associated with setting the nose gun timing mechanism.

Radiating drift indicator markings continued to be carried on the tailplanes of many aircraft. These were usually white against camouflage.

Aircraft of Escort Fleet Command were regularly distinguished by the application of a stripe either rising or descending obliquely across fin-rudder surfaces from the leading edge of the fin. Some radar-equipped maritime patrol and escort aircraft carried a white circle with a break



N1K1-J Shiden (George), No. 151 with Fighter Sqdn. 701 (indicated by the A) flying with Air Group 341 (indicated by the code prefix), called Shishi ('Lion') air group, late 1944 or early 1945. Some Japanese opinion points to the use in this unit of dark blue to paint out the white surrounds of fuselage Hinomaru, and claims that dark blue was subsequently used as camouflage colour for over-water patrols. In 1944-45 aircraft such as this received just one thin coat of poor quality camouflage paint over un-primed metal. Undersides remained unpainted

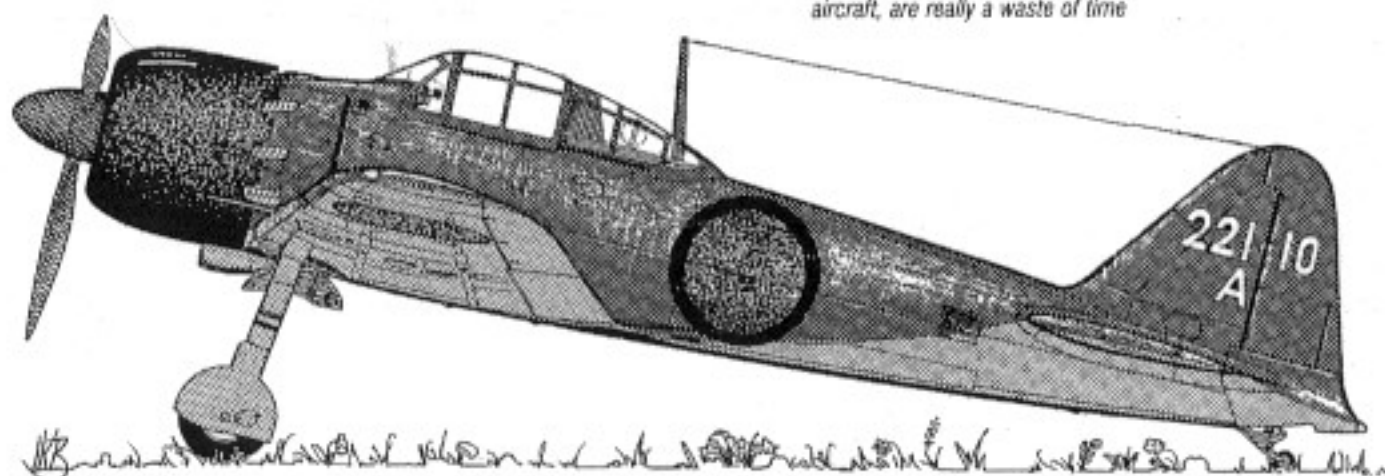


A6M5 (Zero/Zeke), No. 26 with Fighter Sqdn. 407 (indicated by the D) with Air Group 221 (indicated by the code prefix), called Arashi ('Storm') air group c. Aug. 1944. Mitsubishi-built A6M5s are readily identified by the straight division between their dark green uppers and pale grey undersides

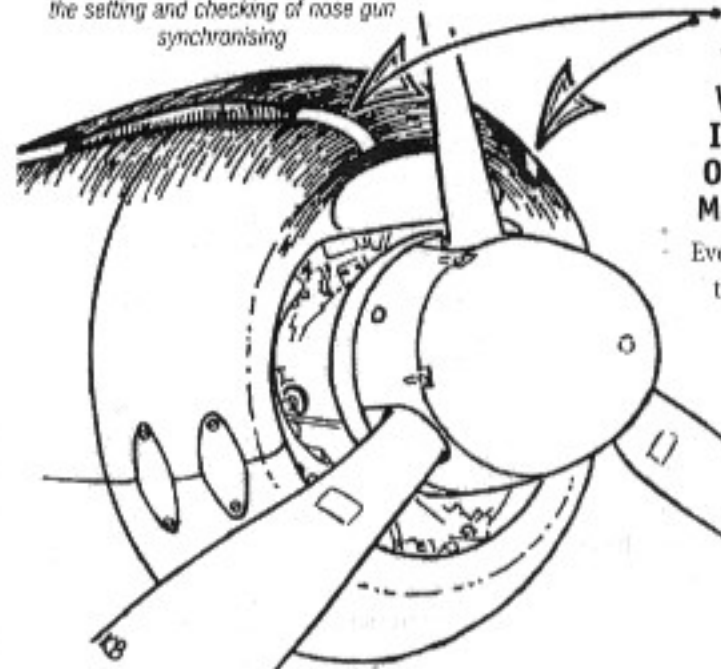
regarding the particular aircraft type they are concerned with. And don't get drawn into nitty-gritty argument on the subject. Bear in mind the fact that there could be, and were, variables, not only between makers but even between production runs of any aircraft type.

1944-45. With the great production effort of 1944 in the face of increasing shortages of materials and labour, the expenditure of time and paint on finishing internal surfaces was something

14. Nakajima built A6Ms are readily identified by the upward curving division between their dark green uppers and light grey or light grey-green undersides. Considering the situation, with paint quality steadily deteriorating as the war ground to its inevitable end, present-day detailed debates about precisely the shades of green, grey and cowling black applied to Nakajima-built aircraft compared to Mitsubishi-built aircraft, are really a waste of time



The white lines marked on the top of cowlings of A6M Model 52s were aids for the setting and checking of nose gun synchronising



Walkways, Warnings, Instructions and Other Functional Markings

Every aircraft supplied to the navy had a small data panel applied to the external port side of the rear fuselage. These data panels set out such information as the aircraft's precise designation and

can be hard to spot against the dark green camouflage in old black and white photos, and it is unlikely that such markings were maintained in readable condition anyway. Fragile no-go areas of wing topside skinning would be outlined in red, and fuel filler caps were commonly painted red. Not many aircraft types were marked with walkway lines, but those which were, such as the E13A (Jake) reconnaissance floatplane, the little submarine-borne E14Y (Glen) and the great H8K (Emily) flying boat had these generally marked in yellow. White bars marked trestling positions for floatplanes. A broad red band or bar, sometimes white-outlined, was the usual indicator of the danger zone

in it, positioned either fore or aft of the Hinomaru, on their fuselage sides. This unusual marking is said to have been a forming aid for when two or more aircraft were working together making a sweep in low light conditions; no further explanation has come to light.

National Insignia on IJNAF Aircraft Location

Through 1942-43 wing Hinomaru continued to be placed well outboard near wingtips on all but the very newest types. More often they were not now centred chordwise, but placed tangent to the aileron hinge-line, so that there was no overlap on to the aileron. The location was

further inboard on new types which appeared through 1943-44, like the B6N Tenzan (Jill), the D4Y Suisei (Judy), the P1Y (Frances). On these aircraft the wing Hinomaru had been relocated to a position much like that of RAF aircraft, and it was now centred on a point midway between the leading edge and aileron hinge-line. The size and positioning of Hinomaru on wings was usually the same on upper and lower surfaces of any given aircraft.

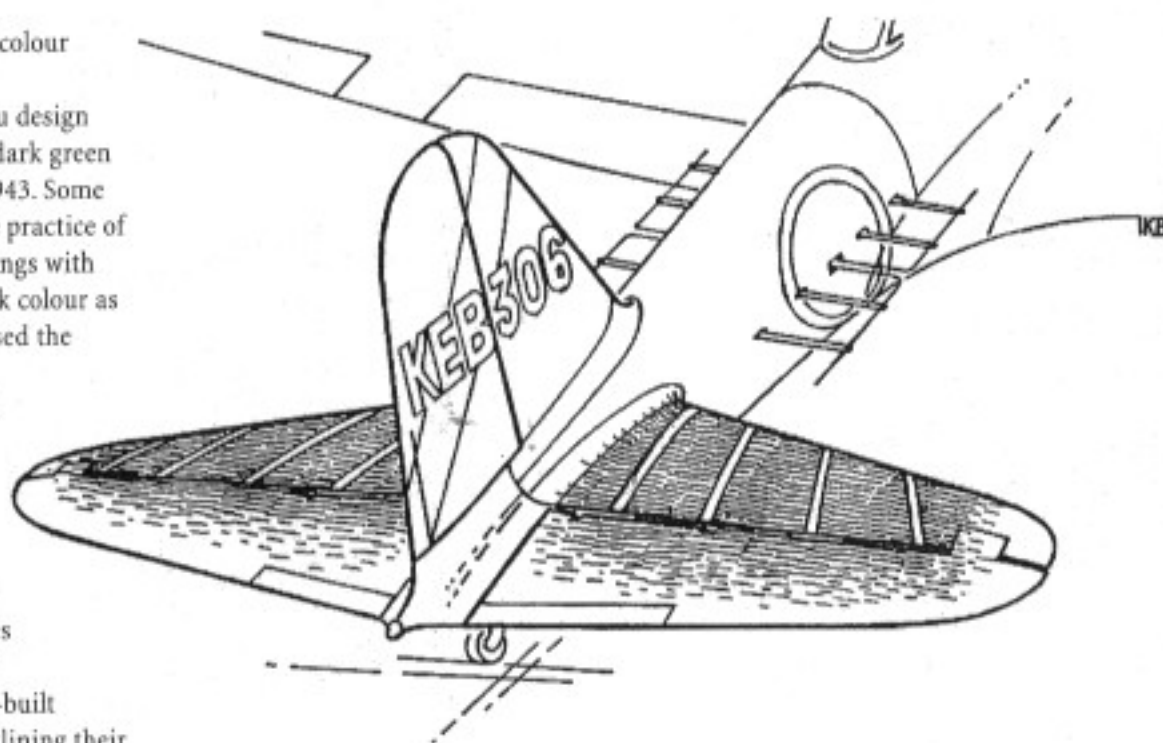
Size was determined by the space available at the position it was to be located. There was never any formula for the relationship of size of wing marking to fuselage marking. For example, the H8K (Emily) flying boats were given extraordinarily large Hinomaru on their deep hull sides, but appreciably smaller ones on their gracefully tapered wings. On the other hand, the markings on the much less tapered wings of the E13A (Jake) floatplane were appreciably larger than those on its slim, oval section fuselage.

A white square surround to Hinomaru

unless a 'halo' of the original colour was allowed to remain.

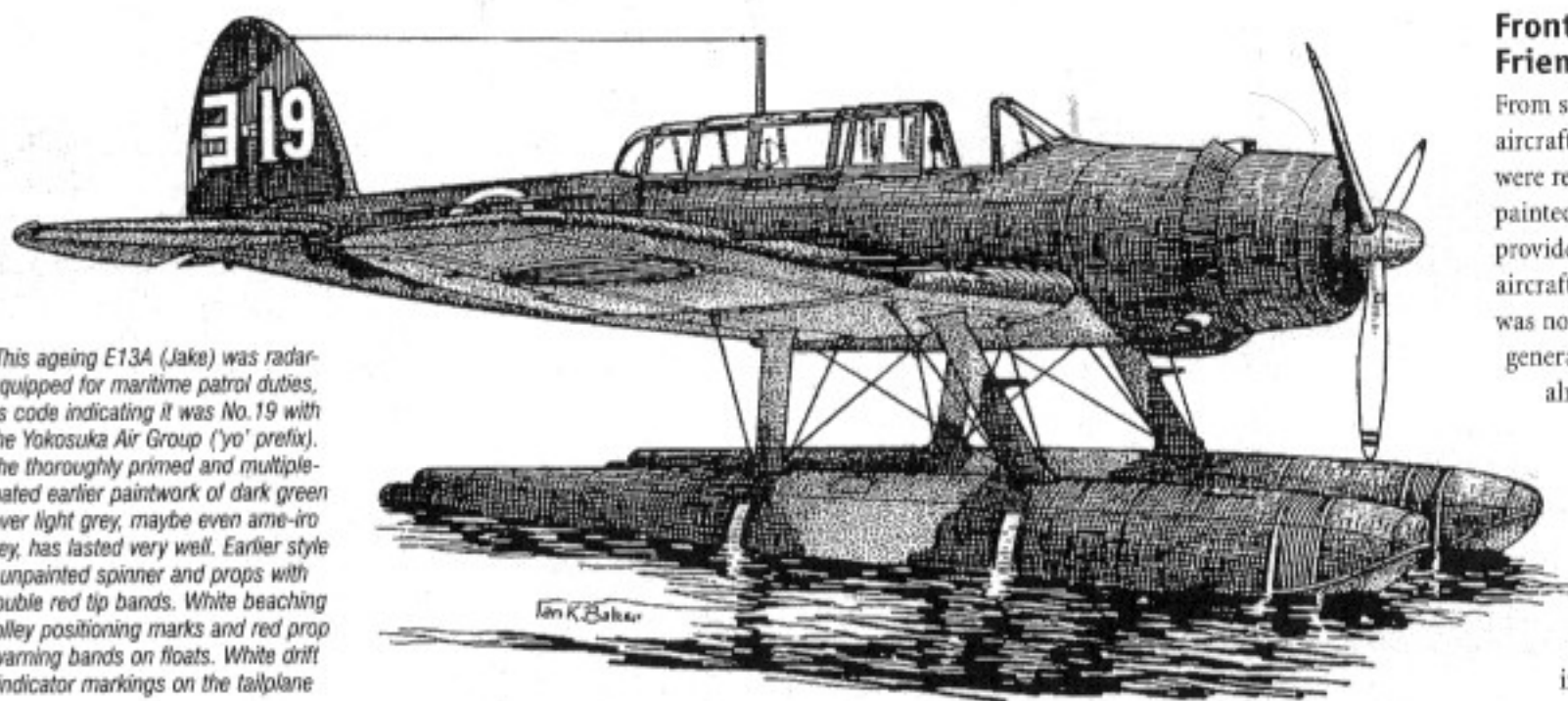
A white-rimmed Hinomaru design was specified along with the dark green camouflage requirement of 1943. Some operational units adopted the practice of overpainting the new white rings with dark green or some other dark colour as they felt the white compromised the camouflage.

The white outlining varied from one maker to the next. For example, Mitsubishi applied the prescribed 75mm-wide white rings consistently to Hinomaru of wing topsides and fuselages on its A6Ms (Zeros) and J2M Raiden (Jacks) but Nakajima-built A6Ms had narrower rings outlining their wing Hinomaru. Kawanishi typically left wing topside markings un-outlined, whilst outlining fuselage Hinomaru of their N1K Kyofu (Rex) and N1K1-J/N1K2-J Shiden/Shiden-kai (George) fighters, as did Kugisho with their P1Y Ginga



Several different types of aircraft, including this B5N (Kate) with Air Group 931 (the B of the yellow code prefix), were converted for service with Escort Fleet Command (KE of the prefix and the diagonal red band) in the later part of the war as Japan's merchant fleet came under increasing pressure.

Many such aircraft were fitted with scarce and precarious radar sets, and given dark-painted undersides for low-light and night operations. White drift indicator markings on the tailplane



This ageing E13A (Jake) was radar-equipped for maritime patrol duties, its code indicating it was No. 19 with the Yokosuka Air Group ('yo' prefix). The thoroughly primed and multiple-coated earlier paintwork of dark green over light grey, maybe even ame-iro grey, has lasted very well. Earlier style unpainted spinner and props with double red tip bands. White beaching trolley positioning marks and red prop warning bands on floats. White drift indicator markings on the tailplane

had occasionally been used in the 1920s. Then this white square surround design made a brief reappearance on the fuselage sides of certain IJNAF aircraft around 1942. This seems never to have been adequately explained, although its application appears to have been confined to types flying operational training duties.

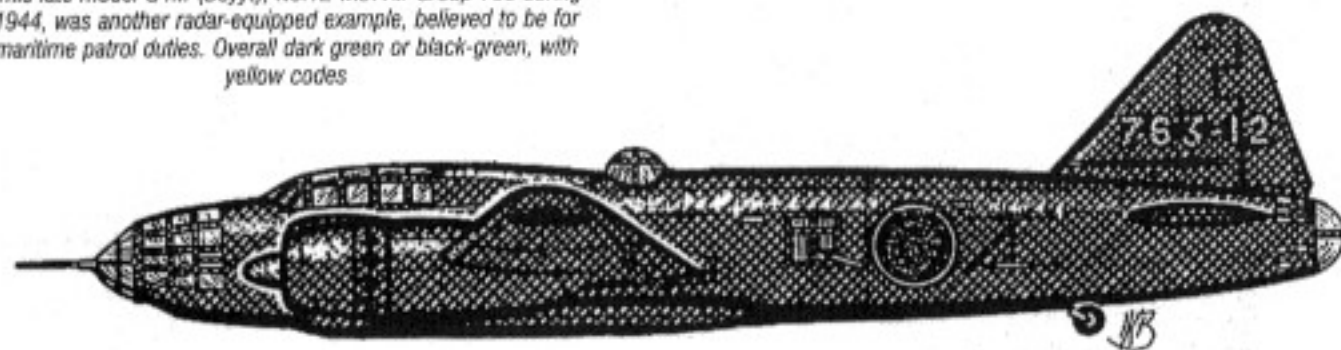
(Frances) bombers.

White outlining of wing underside Hinomaru was not usual but did occur, and may be glimpsed in photos of some Aichi and Kugisho aircraft. However, some of the white-outlined Hinomaru on wing undersides that you may glimpse in photos could well indicate that the

other hand, many of the aircraft pressed into service as maritime patrol and escort aircraft, and given dark undersides for their night duties, retained their white-outlined Hinomaru. The new Q1Ws were leaving the factory with un-outlined Hinomaru.

At the end of the war a great many

This late model G4M (Bettie), No. 12 with Air Group 763 during 1944, was another radar-equipped example, believed to be for maritime patrol duties. Overall dark green or black-green, with yellow codes



Outlined and Un-Outlined

Aircraft delivered in overall grey/ame-iro had un-outlined Hinomaru, with the exception of some Nakajima-built Zeros. When subsequently given a quick coat of dark green camouflage, markings would generally continue to be un-outlined

underside colour was, in fact, trainer orange! After the adoption of the white-outlined disc, the placing of the white-outlined marking on orange trainers was quite common.

During 1944-45, night fighters mostly had their Hinomaru un-outlined. On the

IJNAF fighters, and other types, were to be found with un-outlined Hinomaru. This was sufficiently widespread to suggest another change in policy may have been made by then.

Frontal Identification of Friendly Aircraft

From some time in 1943 Japanese navy aircraft, in common with army aircraft, were required to carry yellow stripes painted on the leading edges of wings to provide frontal identification of friendly aircraft. It seems this recognition marking was no longer required in 1945, but was generally not removed from those aircraft already wearing it. These yellow stripes had to be applied to inboard wing leading edges, from front wing roots to at least one third of the wing span. The marking was supposed to be a deep yellow colour, but reportedly appeared in a range of yellowish shades.

IJNAF Aircraft Coding

All tailcodes, except those of test aircraft, still consisted of two parts connected by a hyphen: the first part identified the air group or base ship to which the aircraft belonged, the second part was the aircraft's individual identity, which could include indication of its role or mission as well. There had been some changes made through the years 1942 to 1945, in the forms and systems of coding, but the essential appearance and presentation of the codes across the vertical tail surfaces remained unaltered and a distinctive characteristic of the appearance of IJNAF aircraft.

Dan K. Baker

The next part in this series will cover camouflage, colours and markings of the aircraft of the Imperial Japanese Army 1942-45.



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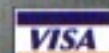
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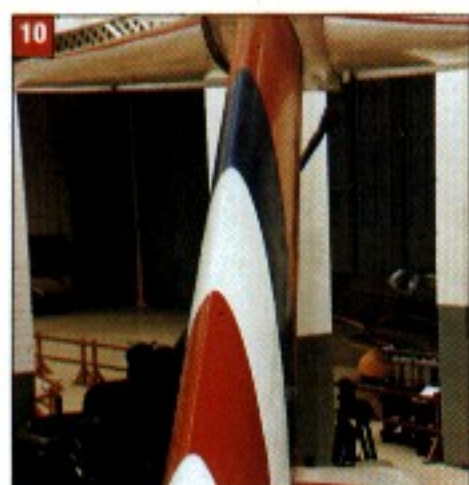
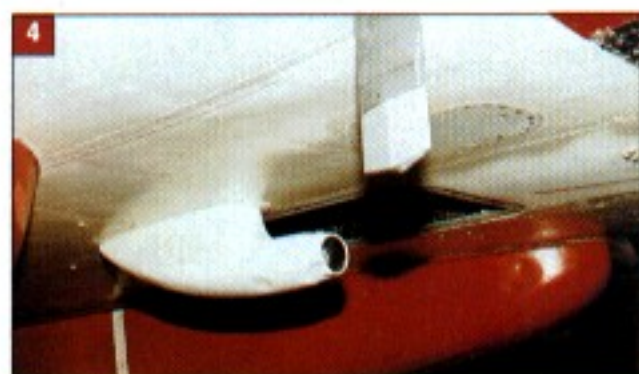
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Photo Album: Gloster Javelin FAW.9 XH897

by Mark Attrill

Gloster Javelin FAW.9 XH897 served with a number of operational RAF Squadrons before starting trials work with Bristol-Siddeley at Filton in 1965. The aircraft moved to the Aircraft and Armament Experimental Establishment (A&AEE) at Boscombe Down in April 1968 where its primary role was to conduct calibration checks for other aircraft's instruments. XH897 was also used as a pacer or chase aircraft. It was retired in 1975 and flown to the Imperial War Museum, Duxford where it currently resides.



● 1. This general view of the nose section of Gloster Javelin FAW.9 XH897 illustrates the impressive size of this large British delta winged two-seat fighter. Note the large camera window in the nose and the pitot probe which were both modifications to this former Aircraft & Armament Experimental Establishment aircraft

● 2. The sheer size of the delta mainplane on the Javelin is clearly emphasised in this view looking along the port leading edge

● 3. The large starboard engine intake. The internal flush rivetted skin, which is dull silver in colour, is particularly clear in this photograph. The thickness of the intake lip, which is matt black, is also noteworthy

● 4. Close up of the intake fairing and blade aerial which occupy the lower starboard fuselage

● 5. The under-surface of the forward fuselage carries a number of small intakes and the prominent black radio altimeter aerials found on most Javelin variants

● 6. This air data gathering instrument is mounted under the fuselage just forward of the nose wheel bay

● 7. Most Javelins carried twin ventral 250 gallon auxiliary fuel tanks as seen in this photograph of XH897

● 8. Rear view of one of the ventral fuel tanks

● 9. Underside of Javelin FAW.9 XH897, viewed from between the auxiliary fuel tanks. Note the extremely flat fuselage under-surfaces

● 10. Forward view of the all moving tail on the Javelin FAW.

● 11-12. These two photographs provide useful detail of the massive powered rudder found on XH897

● 13. This view over the top of the fuselage provides useful close up detail of the ram air intake on the starboard side. One intake is mounted on each side of the fuselage adjacent to the leading edge of the fin. The two protuberances ahead of the intake are twin tailplane and rudder pitot tubes which are also duplicated on the port side

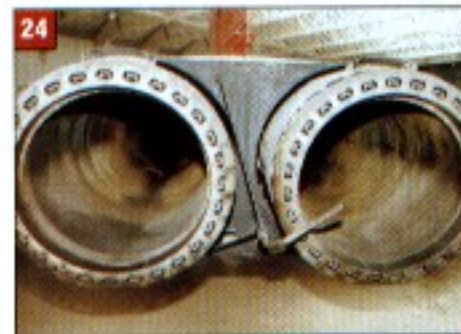
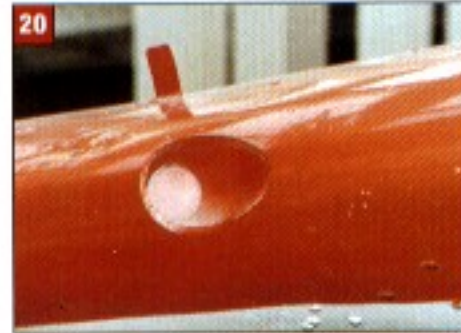
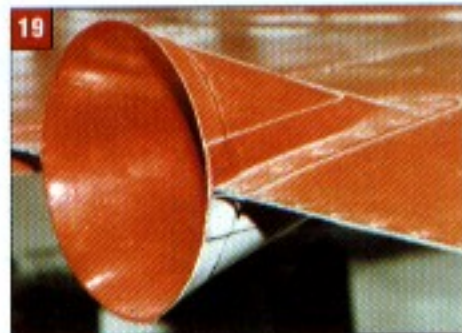
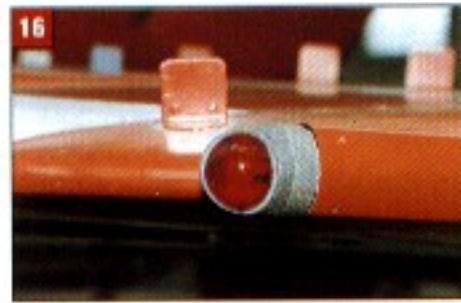
● 14-15. These two close-up photographs provide some useful detail on the vortex generators that adorn the outer mainplane of the Javelin FAW.9. Note the rather blunt trailing edges to the allersons in the second photograph, a feature introduced on the late Javelin variants from the FAW.7 onwards

● 16. Close-up of the navigation light on the port wing-tip. Note the style and shape of the vortex generator blade

● 17. Close-up of the very lengthy pitot probe on the starboard wing which is duplicated on the port wing. These twin pitot probes were a very distinctive feature of the Javelin

● 18. Javelins in squadron service were equipped with either two or four 30mm Aden cannon depending on the variant. When XH897 became a trials aircraft these guns were removed and blanking plates were fitted, as seen in this view of the wing leading edge

● 19. Another modification to XH897 was the addition of this cone shaped fairing to the trailing edge of the port wing which was used in flight calibration testing for the A&AEE



● 20. The presence of this blanked off aperture in the outer leading edge of the starboard mainplane on XH897 is noteworthy. It is understood that this aperture would normally house a camera gun on operational aircraft. Modellers should check their references!

● 21. This photograph clearly shows the fully extended angle of the large port flap on XH897

● 22.-23. These two views show the inner surfaces of the starboard flap. Note the complex pattern of the inner surfaces, which are dull aluminium in colour, and the presence of twin actuating jacks

● 24. View of the twin afterburner nozzles for the Armstrong-Siddeley Sapphire SA.7R engines. Reheat was only fitted to Javelin FAW.8 & 9 aircraft. Note the shape and position of the pipes protruding from the plate between the engine nozzles

● 25.-26. These two close-up views of the Armstrong-Siddeley Sapphire engine nozzle on the Javelin FAW.9 provide some useful detail.

Undercarriage

● 27. Forward view of the nose undercarriage wheel and leg. Note the position of the nose wheel doors in this view

● 28. This view of the nose undercarriage clearly illustrates the position of the torque link, compression strut and mudguard. Overall colour of the wheel and leg is dull aluminium with copper and silver coloured pipework. Note the style and shape of the 'fork' in the nose undercarriage actuating arm

● 29. Nose wheel mudguard viewed from the rear

● 30. Nose wheel bay, looking forward

● 31. Similar view, looking backwards, of the nose wheel bay

● 32. Close-up of the port main wheel which provides some useful detail of the hub style and pattern

● 33. Starboard main undercarriage leg, wheel and doors. Overall internal colour is dull aluminium

● 34. Front view of the starboard undercarriage leg and doors. Note the position of the upper and lower main undercarriage doors and the landing light

● 35. Outer faces of starboard main undercarriage doors

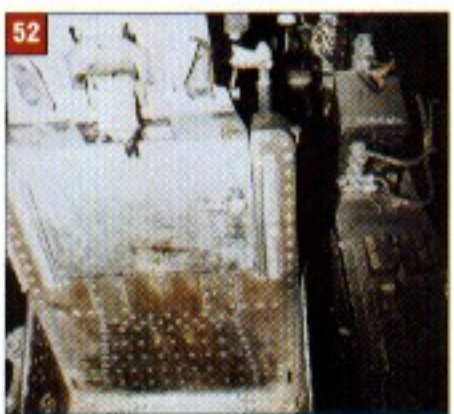
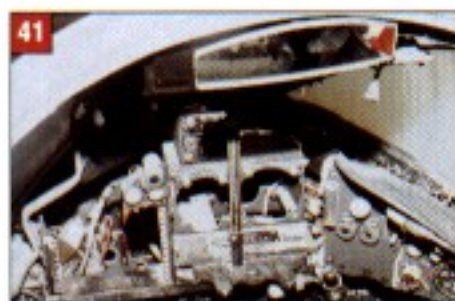
● 36. View looking up into the port main wheel bay. Like most of the internal surfaces of the Javelin, the overall colour of the bays is dull aluminium which takes on an oily sheen in use

● 37. Upper main undercarriage leg and actuator. This view also provides some useful details of the undercarriage bay

Cockpit

● 38-39. The cockpit access ladder for the Javelin was a substantial piece of equipment, as can be seen in these two views, which provide useful detail for those modellers wishing to scratchbuild this item. Most ladders were painted gloss yellow in service

● 40. The substantial framing of the Javelin windscreen can be clearly seen in this photograph. Note the small hot air outlet fairing



● 41. Pilot's cockpit coaming. Note the shape and position of the central rear view mirror

● 42. This view shows the pilot's main instrument panel and control column. As noted previously, a number of instruments are missing from the aircraft but sufficient detail remains to provide the modeller with enough information on the general layout. The large red 'flag' and yellow/black handle refer to the emergency canopy jettison mechanism. The pilot's control column in the Javelin was quite a substantial piece of engineering

● 43. The pilot's cockpit of Javelin FAW.9 XH897. In common with most British fighter aircraft of the period, the overall interior colour is black although this became well scuffed with extensive use. Note, in particular, evidence of this scuffing on the floor behind the rudder pedals. XH897 has, over the years, lost many of her cockpit fittings and instruments. In squadron service, a reflector gunsight would have been mounted centrally above the main instrument panel

● 44-45. Two photos of the pilot's right hand console which houses a concentration of instrument dials and controls which relate to the aircraft radios and oxygen supply amongst many others. Note the prominent cockpit sills

● 46. The pilot's left hand console is dominated by the main engine controls and a large number of switches

● 47. Close-up photograph of the pilot's ejection seat. The Martin Baker Mk.3JS seat has, unfortunately, been stripped of its seat cushions, pads and straps, but is principally black in colour. Further references will have to be checked to ascertain the colour of these ancillary items

● 48. An external view of the open canopies on XH897 which provides some useful reference material on the area immediately behind the pilot's ejection seat. Note the position of the open canopy and the size and position of the ejection seat warning triangle on the fuselage decking. The prominent off-white canopy beading and rails are also very evident in this photograph

● 49. Looking forward from the navigator's position. In keeping with the pilot's cockpit on XH897, many of this aircraft's instruments are missing, including the prominent central radar scope and controls

● 50. Looking down and to the rear of the navigator's cockpit. Note, again, the prominent canopy rails

● 51-52. These two views of the navigator's seat position provide some useful information on the components, controls and wiring runs that occupy the extreme rear of the cockpit consoles and rear bulkhead

● 53. Navigator's central instrument panel and foot well. The cockpit has, again been stripped of instruments and appears to be well lived in!

● 54. The navigator's right hand console, devoid of many of the dials and switches which would have once occupied this area

● 55. The left hand console which is also devoid of most of its instrumentation. Note the prominent scope against the cockpit wall and the lighting controls

Acknowledgments

The author would like to thank Chris Chippington, Head of Aircraft Restoration, and Geoff Ochs of the Imperial War Museum, Duxford, for their excellent co-operation and assistance during the preparation of this article.

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News

Note: All of the items below have recently been released and are listed for our reader's information. Full reviews of each will appear in a future edition.

Airlife

There are two excellent new titles from Airlife this month, both of them dealing with very popular modern Soviet aircraft. The first is Sukhoi Su-27 Flanker by Yefim Gordon. This 20cmx25cm, 182 page hardback title is packed full of clear photographs and technical information about the type, along with a detailed look at the development and service use of the Su-27 design throughout the Russian Air Force and Navy. Clear interior photos, details of weapons fits and scale plans make this an ideal title for modellers.

The other title is on the Mikoyan MiG-29 Fulcrum and it is also by Yefim Gordon. Once again the title follows the same format as the previous one, but with an increased page count of 226. The level of technical detail coupled with clear photographic coverage of the various types, colour side profiles and scale plans make this another title ideal for the modeller. Both titles retail for just £24.95 and can be obtained from all good bookshops. In case of difficulty contact Airlife directly on 01743 235651.

Ace Publication

The most recent monograph from Ace is on the Nakajima Ki-43 Hayabusa (Oscar). This

21cmx29cm, 48 page softback title includes historical text and period photographs coupled with scale plans of all versions and detailed photos in and around the preserved example at Oshkosh and the new versions being built in Texas. The title also includes good colour artwork of the cockpit interior and detailed sketches of such areas as the undercarriage, flaps etc. An English summary is included, along with a look at all the kits produced of the type.

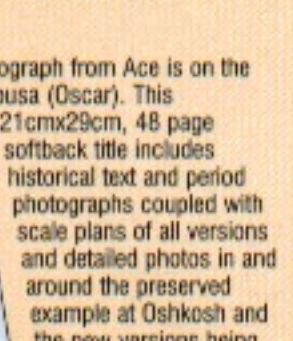
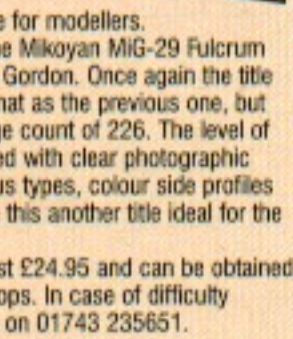
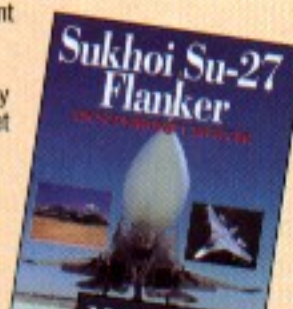
The Alternative Luftwaffe

With the deep interest in Luftwaffe '46 that many have, this new, private publication by John Baxter will appeal to many. The title offers alternative stories involving the Luftwaffe in 1946 and beyond and includes some computer generated images of certain 'paper aircraft' designs in use.

As far as I am aware this title is only available directly from the publisher, and payment can be made in Aus\$ by IMO (No credit cards). For more details contact the author directly (see Address List elsewhere).

Reichdreams Research Services

The latest dossier of scale plans and technical data from this publisher is all about Lippisch and Messerschmitt supersonic projects. The 64 page, A4 format title includes scale plans and data for 30 types that include a few Allied machines as well. This title is \$25 plus P&P and examples can be obtained directly from the publisher.



Avia S-199 and CS-199 in detail

by F Korán & M Ovcáček

Price: £6.95 (+P&P)
ISBN: 80 902677 2 6
Publisher: Wings & Wheels Publications
Format: 24cmx22cm, 72 pages with a laminated card cover.

It has been a while since we have seen anything from this publisher, not since their excellent photo coverage of the Il-2, but they have now done a similar title on the Avia S-199 and CS-199.

Don't be fooled by the photo of the IAF Museum S-199 (with Spitfire wheels!) on the cover, as only a few exterior photos of this machine are given at the back of this book. The basis of all the photos is the S-199 and CS-199 currently preserved in the Kbely Air Museum, Prague. The book offers a mass of clear colour photos, inside and out

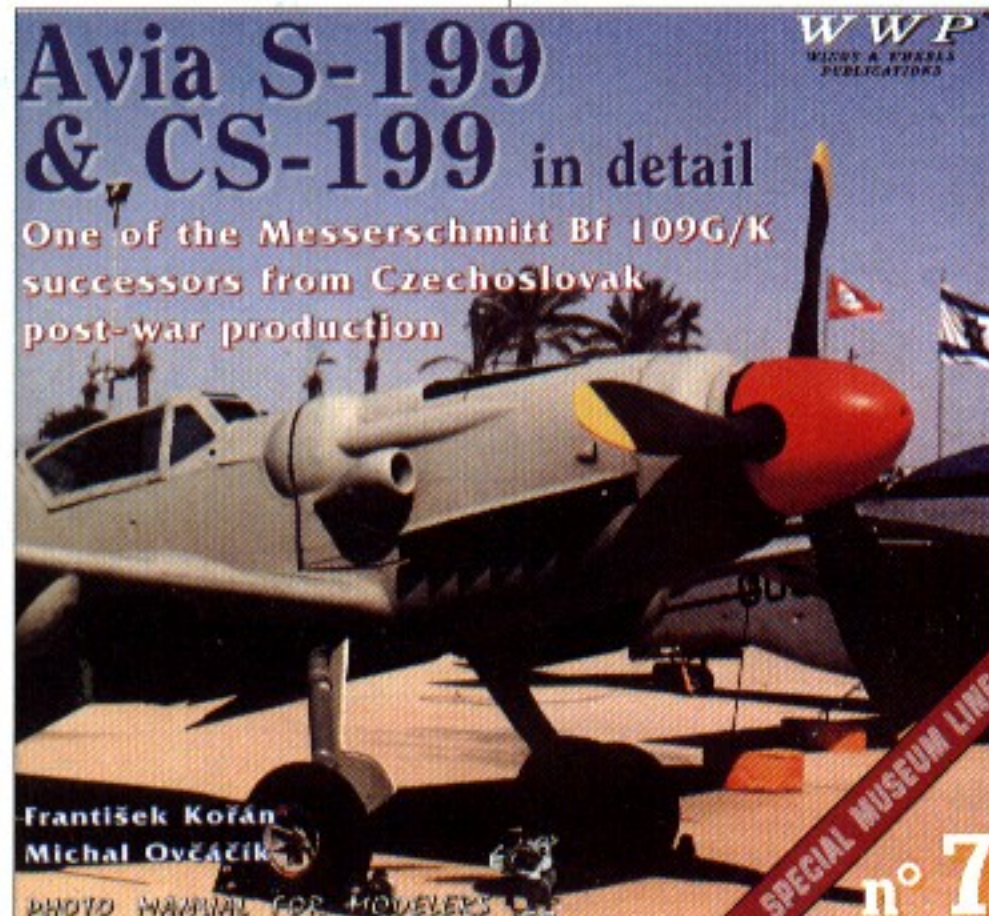


of these preserved examples, mixed with period B&W photos of them in operational service. This is backed up with diagrams and extracts from official manuals covering things like canopy, engine cowling, armament, radio equipment etc.

For modellers this is a real must, and

examples can be obtained in the UK via The Aviation Bookshop for just £6.95 plus P&P - a real bargain!

Our thanks to The Aviation Bookshop for the review sample.



Israel Aircraft Industries Kfir

by R Weiss & Y Efrati

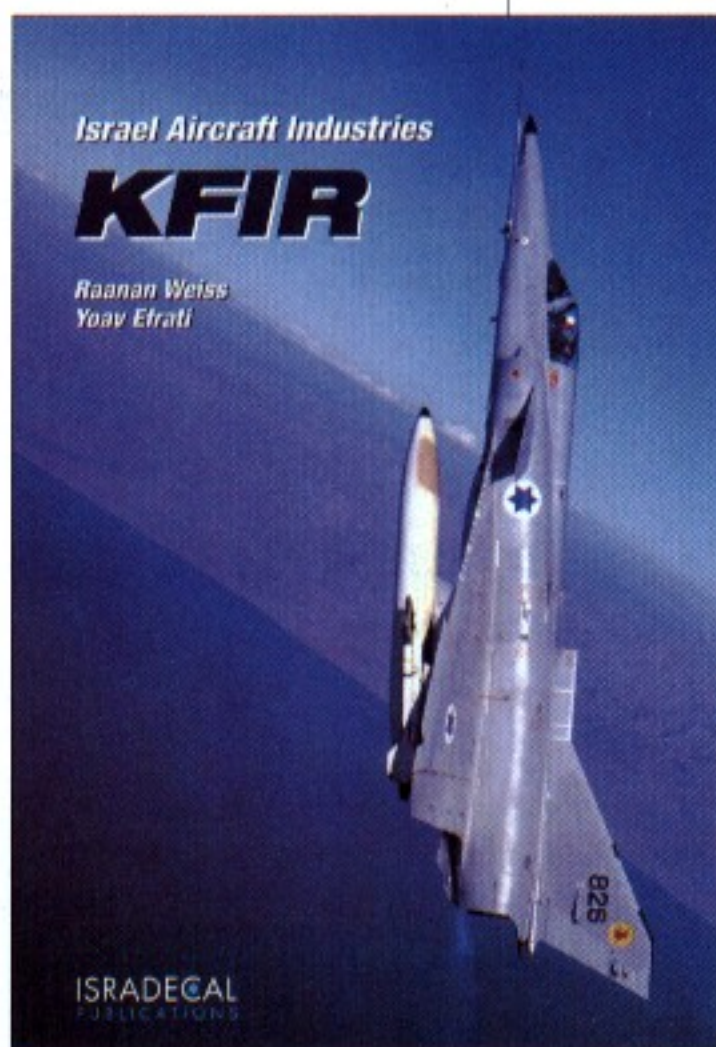
Price: £11.95 (+P&P)
ISBN: N/A
Publisher: IsraDecal Publications
Format: 21cmx29cm, 54 pages with a laminated card cover.

Everyone will know of IsraDecals through their excellent decal sheets dealing with all IAF aircraft. Well, this is their first publication, and it aptly deals with the IAI Kfir. The text in the title is limited, and the book basically consists of many

B&W photographs with clear and detailed captions. In the centre pages there are sixteen colour side profiles by Richard J. Caruana. The section towards the back of the title offers a complete walk around of the type, with clear photos inside and out of the airframe.

For the modeller or IAF fan, this is a real must. I have seen examples in a number of places in the UK, but the price quoted above is from The Aviation Bookshop.

Our thanks to IsraDecal Publications for the review sample.



An-2 Aircraft in Colour

by A. Kabanov & V. Osmakov

ISBN: 5 85309 32 6

Publisher: Avico Press

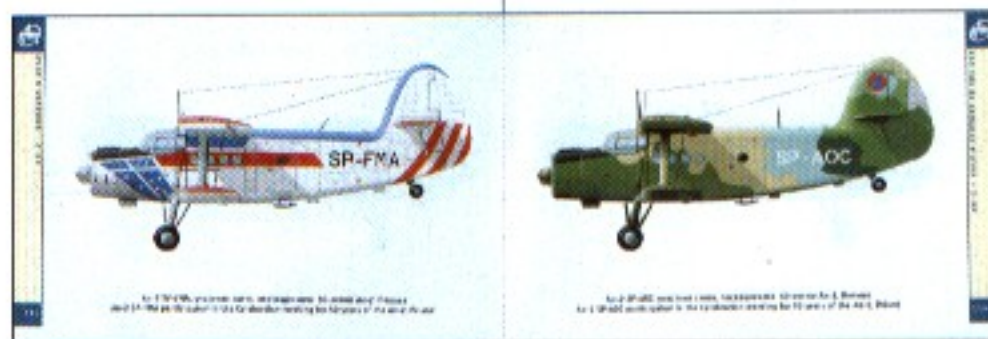
Format: 22cmx15cm, 160 pages with a hardback cover.

This Russian publisher has just released this excellent little book which contains a mass of clear colour side profiles of the Antonov An-2. The coverage starts with an introduction in both Russian and English and this is followed by a colour profile of the cockpit area in the type. From page 8 onwards you basically get a high quality side profile of an An-2 on each page. The range of colours applied to the type seems only matched by the number of countries that have flown it.

With the Italeri kit of the

type now readily available, and so many wacky colour schemes included in this book, it will be a real must for a lot of modeller. Examples can be obtained in the UK from The Aviation Bookshop for £11.95 plus P&P.

Our thanks to The Aviation Bookshop for the review sample.



English Electric Canberra & Martin B-57

by Barry Jones

Price: £29.95

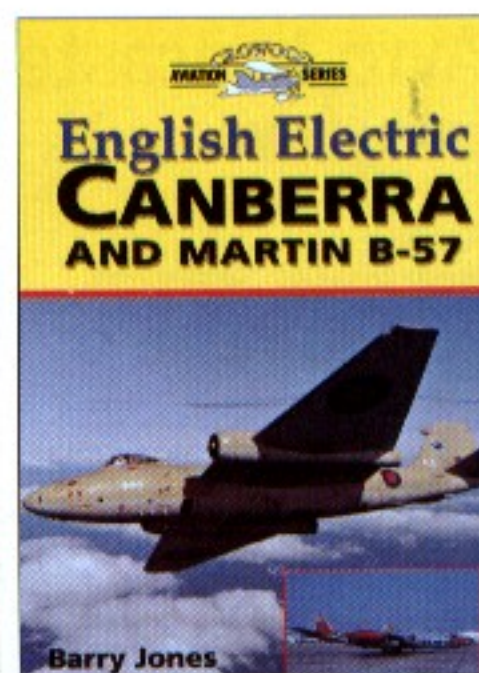
ISBN: 1 86126 255 8

Publisher: The Crowood Press

Format: 22cmx28cm, 200 pages with a hardback cover and separate, full colour, dust jacket.

This is another in the Crowood Aviation Series and the £4.95 price increase is brought about by those extra eight pages of colour in the centre. This title is written by Barry Jones, and follows on from his previous titles in the series that included the Gloster Meteor amongst others.

As with the Lancaster title reviewed elsewhere, this title takes a familiar Crowood format, with the first chapter looking at the background behind the English Electric company, then a chapter looking at the birth of the Canberra design. This is followed by chapters dealing with the prototype, the move away from propeller driven aircraft by Bomber Command and details of the many records the Canberra set. Details of the various versions of the Canberra are next, followed by chapters on the Interdictor version, detachments abroad and in the Far East and then details of the various target towing and drone configurations the type underwent. The story of the USAF's adoption of the Canberra and its development and



production by Martin are covered next, with details of the many overseas customers for the type in the next chapter. The final chapter looks at all the specialised version of the Canberra and this is followed by appendices listing the production and serial number blocks, squadron and a list of conversions.

All in all another fine title from Crowood and one which can be highly recommended to all.

Our thanks to The Crowood Press for the review sample.

Squadron-Signal

There are two new titles from this publisher, one being in their popular 'In Action' series and the other is in the 'Detail & Scale' series.

The former is on the de Havilland DH.2 and is written by Peter Cooksley. The title follows the standard landscape A4 format with 50 pages and a laminated card cover. Technical data, scale plans and colour profiles are mixed with period photographs to offer the modeller a good understanding of this significant WWI type.

The second title is on the Bell P-39 Airacobra. Once again this follows the standard layout of the series, with 80 pages (16 colour) in a 21cmx28cm format with a laminated card cover.

The title takes a detailed look at all variants of the P-39 series and backs this up with scale plans, colour side profiles and a mass of both period and modern photographs both inside and out of the type. This title is certainly a must for all modellers.

The DH.2 title is £6.99, while the P-39 one is £10.95 and the official importer and distributor for the range in the UK is Pocketbond.

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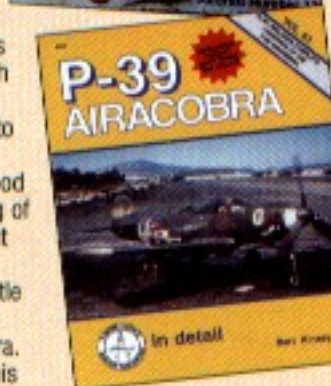
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ADH Publishing

A new title all about making the recent

Swordfish kit from

Tamiya has

been

released by

this

company. The

50 page, A4

format title is

full colour with

a laminated

card cover and

it is written by

Geoff Coughlin.

The book takes a

very long look at

all elements of

the construction

of this new Tamiya

kit, and it is backed up with colour photographs of

the preserved examples at the RNHF at Yeovilton.

The title is printed on high quality art paper and all

the images are large and clear. The title does not

include any scale plans or colour side profiles to

assist the modeller in checking the accuracy of

the kit, or choosing alternative colour schemes.

This title retails for £9.95 and can be obtained

from the publisher or from selected book and

model shops.

Albatros Productions

The latest addition

to the Windsock

Datafile series is

on the Caproni

Ca.3 and it is

written by

Gregory Alegi.

The title follows

the standard

format of the

series, offering

40 pages in

an A4 format

with a

laminated

card cover.

The narrative text covers the

design and development of the type, along

with its service use and this is all supported with

period B&W photographs, 1/72nd and 1/48th

scale plans and detailed photographs of the type's

construction.

This title is a real must for all WWI fans and is

available directly from the publisher and selected

outlets for £8.75.



Osprey

The third title in the very popular series on certain

manufacturers has just been released by Osprey.

This is all about

McDonnell Douglas

and the

23cmx27cm, 150

page hardback

title is written by

Bill Gunston and

includes the

stunning

cutaway

artwork of

Mike

Badrocke. Just

about every

McDonnell and

Douglas design

is covered and

most of the

successful ones

feature on

beautiful gatefold

cutaways.

Also available

from Osprey are

two new additions

to the Aircraft

of the Aces series

in the form of

Bf 109F/G/K Aces of

the Western Front

by John Weal and

P-47 Thunderbolt Aces

of the Ninth and

Fifteenth Air Forces

by Jerry Scutts.

Each title is in the

usual format for

this series,

offering 96

pages in an A5

format with a

laminated card

cover.

The other title

now available

from Osprey is

the second in

their new Frontline

Colour series and

it deals with the

F-86 Sabre in the

fighter-bomber role over Korea. This title comes in

a 21cmx25cm format, with 128 pages and a

laminated card cover. It is packed full of clear

colour photographs of the type during its use in

the Korean War and is a real must for all

modellers.

This McDonnell Douglas title is £22.50, while the

Aircraft of the Aces titles are £10.99 each and the

Frontline Colour title is £13.99. Each should be

available from all good bookshops, but in case of

difficulty contact Osprey Direct on 01933 443863.

The Crowood Press

Anyone with an interest in either RAF bomber

activities in WW2 or the Luftwaffe night fighter

arm will be very interested in a new title from

Crowood Press.

Written by Theo

Boiten, Night

Airwar is a

selection of

personal

recollections

about the

airwar over

Europe

during WW2

by pilots on

both sides.

The book

offers 240

pages in a

21cmx25cm format

with a hardback cover and a separate

colour dust jacket. The title contains lots of

personal photographs which offer excellent

reference for such things as nose art and

markings and this makes the title well worth

having if you are interested in either side of this

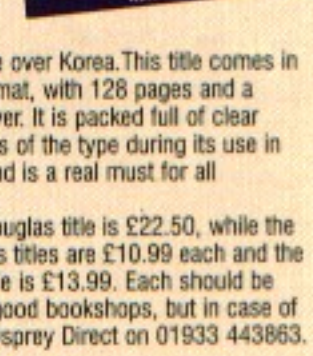
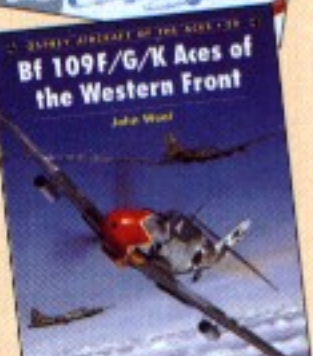
airwar.

The UK price for this title is £25 and it should be

available from all good bookshops, but in case of

difficulty contact The Crowood Press directly on

01672 520320.



This section is devoted to newsletters and club magazines, as well as foreign language magazines.

Magazines & Quarterly Publications

Insignia Magazine
The latest edition (Issue 12) of this quarterly magazine from Blue Rider was recently released. The magazine has an update on the Bosnian Air Arm, a look at the insignia of Turkey, the early serial numbering system used in Chile and the fourth part of the feature on DAR aircraft. There are also readers' questions, some readers' photos and a good selection of book reviews. As always with Insignia Magazine, there is a free 1/72nd scale sheet of decals included that will allow you to make five helicopters of the Bosnian and Croat Federation Air Force. Copies of this, and previous editions, can be obtained directly from Blue Rider at £4.50 plus P&P.



Airline Modeller

This is a specialist quarterly modelling magazine dealing with all things airliner that is produced by Airline Hobby Supplies in Canada. The DTP produced magazine has 24 pages and includes reviews of kits, decals, accessories and books, as well as some photo features on real aircraft (737-800 in the edition we have). For more information and subscription rates contact Airline Hobby Supplies Ltd directly.



miniREPLIKA

This is a Polish modelling magazine that is produced quarterly. The latest issue has 38 pages and covers such topics as the Rummel C.I. Mi-2, Lublin R-XIII, Soviet ground handling equipment, Su-22 and Polish Squadrons of the RAF. The title also has kit, accessory, decal and book reviews. All text and captions are in Polish, but the title still offers some interesting and useful photographic material.



Aero Fan

This is an Italian quarterly magazine that is offered with both Italian and English text. The most recent edition (No.70) includes features such as 'Fighters over the Balearic Islands', a detailed look at the SM.79B, Lancasters over Genoa and a profile of Regia Aeronautica NCO Giuseppe Ravasio. The magazine offers a wealth of period B&W photos, including clear ones of personal insignia on the CR.32 in the first article and lots of nice interior photos in the SM.79B feature. For all Italian Air Force fans this title is a real must. The only price we currently have is £20.000, and we are unaware if this title is readily available in the UK, but those wanting to know more should contact the publisher (Giorgio Apostolo Editore srl) directly.



Model Wings & Model Time

These are two publications from Italy. The former is in fact an Italian language version of the French magazine Wing Masters published by AB Media s.n.c., although in the Italian version it does have some of the original features (news, accessory & decal reviews) replaced



with other Italian orientated subject matter. This title is bimonthly and retails for 12.000L. Model Time is a monthly modelling title, once again in Italian, and it deals with all aspects of the hobby from figures through to sci-fi. The split of features seems quite good, although in the 64 page edition we had, only two articles were included on aviation related products. That said, it is well produced and printed on high quality paper. The retail price for this magazine is 9.000L.

HT Model Magazin

This is a modelling magazine that is produced in Slovakia. I would say it is monthly or bimonthly, but looking at the copies we had, it does not seem to follow any set publication schedule. Each issue offers 34 pages in an A4 format and it covers all subject matter from armour through to aircraft. Each edition does include a small English summary and the articles are well produced and extremely interesting. The title is produced by Magnet-Press Slovakia s.r.o.



Clubs and Societies

Scale F/X

This is the monthly magazine of the Toronto Chapter of the IPMS. The December edition included aviation features on the MAI Payen PA.22, how to superdetail undercarriages, detailed photos of the recently recovered Lancaster in Lakeshore, Vickers Vedette, component alignment and the Revell 1/32nd scale F4U-1A Corsair.

If you want to join and receive this excellent magazine, contact IPMS Toronto, 3219 Yonge Street, Suite 334, Toronto, Ontario, Canada. M4N 2L3 or visit their website at www.interlog.com/~ipms/.



Wings 'N Wires

This is the name of the journal of the IPMS(UK) World War One Special Interest Group (SIG). The journal includes interesting features on all elements of WWI subject matter and those interested in joining the group should contact: Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY. An annual subscription is £4.00 and this will bring you four copies of the journal.



FAMAS

The latest edition of the Frog & Airfix Model Aircraft Societies journal includes a build of the Frog P-38, reviews of the latest releases and reissues from Airfix, a detailed look at the evolution of the Airfix DH Mosquito kit in 1/72nd scale and readers' classified advertisements. For those interested in joining the society, contact Merv Hambling, 35 Rosebery Road, Suffield Road, Cromer, Norfolk. NR27 0BX.



Clubs and Societies

If you produce a club magazine and would like to see it in the Newstand, please send along copies to the editorial address. Remember to include all contact details as well as any charges that may be involved for potential new members. Distributors and Publishers if you produce or distribute a magazine that deals with aviation or static scale modelling, and would like to see it in the Newstand, please send copies to the editorial address, with full details of their regularity and price.

Brassey's World Aircraft & Systems Directory - 1999/2000 Edition

Editor Michael J.H. Taylor

Price: £85.00 (+P&P)

ISBN: 1 85753 245 7

Publisher: Brassey's

Format: 25cmx31cm, 200+ pages with a hardback cover and a separate, full colour dust jacket.

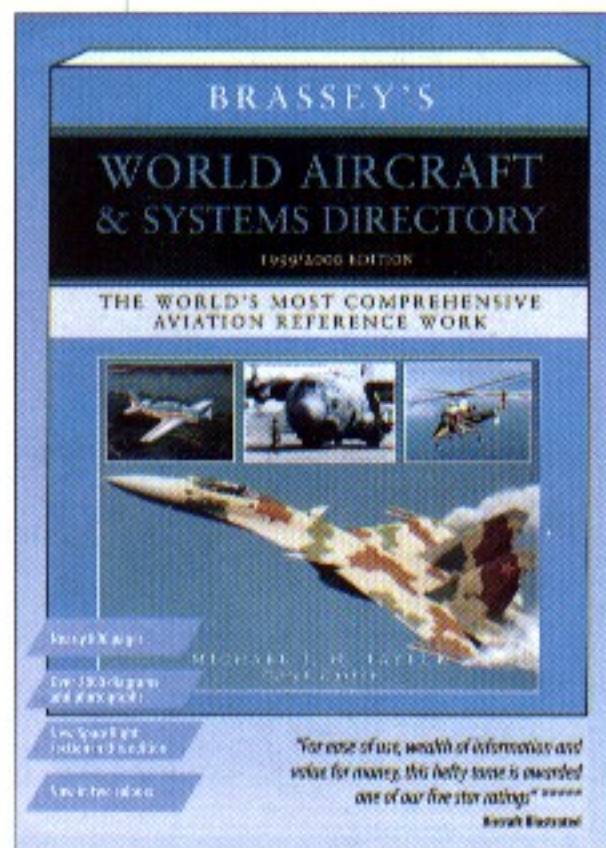
you. If you can afford one, buy it, you will be referring to it all the time. I know how useful my 'old' 1997/8 edition was, so goodness knows how much more there will be in this edition!

Our thanks to Brassey's for the review sample.

A number of you may recall our review of the 1997/8 edition of this guide, well this latest edition is very much of the same plus a lot more.

It is almost impossible to state the value of this title for anyone interested in today's aerospace industry worldwide. It includes technical details on all current aircraft types, both military and civil, along with helicopters and any other form of heavier than air flight. This year the edition also includes a section on space flight, just to add another dimension to its coverage.

At £85 this is an expensive read, but it holds so much information, that if you are truly looking for a single-point reference book on everything flying, then this is the one for



Avro Lancaster

by Ken Delve

Price: £25.00

ISBN: 1 86126 222 1

Publisher: The Crowood Press

Format: 22cmx28cm, 192 pages with a hardback cover and separate, full colour, dust jacket.

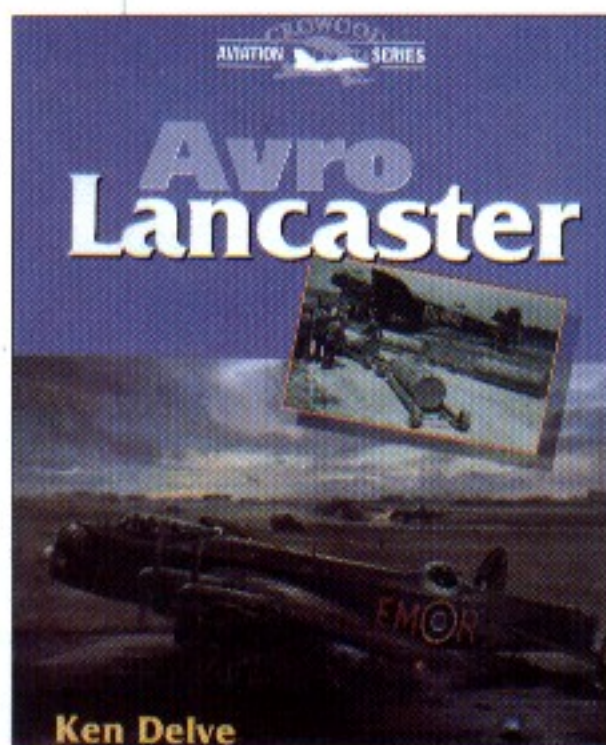
the type and the survivors.

This is an excellent title, well written and well illustrated and it can be recommended to all Lancaster and RAF bomber fans.

My thanks to The Crowood Press for the review sample.

This is another in the excellent Crowood Aviation Series and it has been written by the editor of Flypast magazine: Ken Delve.

The title itself will be familiar in layout to anyone who has any of this series in their library and the narrative text kicks off with a look at the type's operational records, then looks at the origins and development of the Lancaster design, followed by details of the early raids involving the type. This is followed by four chapters that deal with the main years of the type's use: 1943, 1944 (two chapter) and 1945. The post-war career of the Lancaster is in the penultimate chapter and the book rounds off with a look at overseas users of



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At the Controls Vol 4: F-14 Tomcat	p/b 12.99
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WWII (Wynn)	p/b 15.95
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et al)	p/b 8.99
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	p/b 10.99

Hawker Hurricane Vol 1 (Polish Text) (Rys/Fleischer)	
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Monograph) (Snajdr)	p/b 8.99
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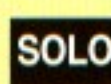
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Model Clubs and Societies!

If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.

- **IPMS(UK) WEB** site at <http://www.users.globalnet.co.uk/~ipmsuk>. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET. E-Mail sue@ipmsuk.globalnet.co.uk
- **AAM/IPMS PORTUGAL**. Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.
- **THE ABERDEEN MODELLERS SOCIETY**. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.
- **ABINGDON IPMS**. For information contact Tony Clements on 01235 522893.
- **AERO SPACE & VEHICLE** Club Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.
- **AVON IPMS**. Contact Stephen Lucas on 01454 316439 or Richard Reynolds on 01249 658522.
- **AVRO LANCASHIRE IPMS**. Contact Ian. D. Southwood on 01706 224 798 from malto:ianD@KSouthwood.freemove.co.uk
- **BIRMINGHAM IPMS**. For more details call 0121 550 0515.
- **BAY MODELLERS CLUB**, Bay of Plenty, New Zealand contact Peter Cook on (NZ) 07-575-6517 or Email Fi-SH@extra.co.nz
- **BANBURY SCALE MODEL CLUB**. Contact Reg Gray on 01295 264875.
- **BARNET IPMS**. Contact Pete Stern (Secretary) on 0181 449 7854.
- **UMS (UNIVERSITY MODELLING SOCIETY)** Birmingham meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

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- **BRAMPTON SCALE MODEL CLUB** (Incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.
- **CHELMSFORD MODEL CLUB**. Please note that this club has merged with the Essex Scale Model Society (see entry elsewhere).
- **CHAPITRE REAL COTE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca
- **THE CLACTON BRANCH** of the IPMS. Contact Peter Terry on 01255 428653.
- **IPMS CLEVELAND**. Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.
- **COVENTRY AND WARWICKS IPMS** meet at Midland Air Museum Baginton Contact: Dave Eales for more info on 01926 313330 (phone and fax) or Email: ealesmob@aol.com.
- **CORNISH SCALE MODELLER'S SOCIETY**. For more details contact Tim Rowley (Secretary), 45 Bodriggy St. Hayle, TR27 4ND Tel: 01736 757945 or Mike Fisher (Treasurer), 8 Porthebean Rd, Newquay TR7 3JE (Tel: 01637 874545).
- **IPMS DERBY & DISTRICT**. New branch secretary, Jason McWilliam, 36 Matlock Road, Chaddesden, Derby. DE21 4NY
- **DERBY CITY MODEL CLUB**. Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.
- **EAST KENT MODEL CLUB** meets in Ramsgate. For details contact Stu Davies on 01843 867404.
- **EAST MIDLANDS MODEL CLUB**. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).
- **EAST NEUK MODELLING CLUB** is changing its monthly venue as from 1st September 1999. We will be meeting in the Committee Room of the Howe of Fife Rugby Club on the first Thursday of every month. For more information contact Brian on 01334 655131 or Dave on 01334 652439. IPMS East Neuk Modelling Club (in North East Fife). Contact Brian Murray. Tel. 01334 655131 for details.
- **IPMS GREECE (CORFU BRANCH)** Contact 0030 661 41506 or Fax 0030 661 41114.
- **ESSEX SCALE MODEL SOCIETY** (Incorporating Chelmsford Model Club). Contact D. Ball on 01245 604552.
- **IPMS ESSEX/HARLOW**. For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.
- **EASTERN SUBURBS SCALE MODEL CLUB** (ESSMC), Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61 + 3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.
- **"FAMAS" (PRONOUNCED "FAMOUS")** Journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.
- **IPMS FENLAND/SPALDING MODEL GROUP**. Contact Peter Emms on 01775 767729.
- **IPMS PROVINCES OF FRANCE**. The URL for IPMS Provinces of France changed to <http://www.multimania.com/ipmspd/index.htm>
- **GLASGOW IPMS**. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.
- **GLOUCESTER IPMS**. Contact: Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.
- **GRANTHAM MODEL CLUB**. Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.
- **GUERNSEY PLASTIC MODELLERS GROUP**. Contact Dave Nash, 7 Pierre Perce Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.
- **THE HARROW MODELLING SOCIETY**. Contact Stewart on 0181 427 6858 or Roger on 0181 997 6051 for details.
- **HOBBY DEPOT MODELER CLUB**. Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.
- **IPMS HORNCHURCH**. New Club Secretary: Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex. IG11 8HS. Tel: 0181 594 4670.
- **ISCA SCALE PLASTIC MODEL CLUB** - East Devon. Contact Mr K. Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.
- **KEIGHLEY PLASTIC MODEL SOCIETY**. Contact John on (01535) 665722.
- **IPMS KENT**. For details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.

- **IPMS KINGSTON (CANADA)**. Contact Tony on 389 4878.
- **LINCOLN MODEL CLUB** (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.
- **IPMS (CANADA) LONDON**. Contact Kerry Traynor on 1-519-453-4818.
- **KAIMAI BRANCH IPMS (NZ)**. Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517
- **KEIGHLEY PLASTIC MODEL SOCIETY** contact John on (01535) 665722.
- **LORDSWOOD (JUNIOR) MODEL CLUB** is meeting every Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.
- **LOTHIAN MODELLERS CLUB** and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.
- **LUSO-FANATICS. QUARTERLY** newsletter about Portuguese Military Aviation, Contact Dr Rui Domingues, P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: ruidom@mail.telepac.pt
- **MARITZBURG MODELLERS CLUB**, South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.
- **MEDWAY MODELLING CLUB**, Gillingham, Kent. Contact Harry Greenwood, 01634-829531 or Alan Starkey, 01474-357064.
- **MILDENHALL PLASTIC MODEL CLUB**. For information contact Peter on 01638 742354.
- **MILTON KEYNES MODEL CLUB**. Contact Phil Smith on 01908 505988.
- **NORFOLK SCALE AIRCRAFT MODEL GROUP**. For information call John Turner on 01603 890595.
- **NORTH ESSEX MODELLERS**. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.
- **NORTH SOMERSET MODELLERS SOCIETY**. For more information ring Fred Tooke on (01934) 416798.
- **NORTH STAFFS MODEL CLUB**. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.
- **NORTH WALES MODELLING CLUB**. Those wishing to form a scale modelling club in North Wales please contact Justin Gorka on 01492 532101 (day) or 01492 543590 (evenings).
- **NORWICH SCALE MODEL GROUP**. For more information please contact John Turner on 01603 890595.
- **NOTTINGHAM AND DISTRICT IPMS**. Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799
- **GREATER PETERBOROUGH MODEL CLUB**. For details ring Jim Sylvester on 01733 571728.
- **PLYMOUTH SCALE MODEL ASSOCIATION**. Contact Roger Haskell on 01752 267527 after 6pm.
- **PMC KOELN E.V.**, Germany. For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or Email: nc-winklem@netcologne.de
- **POOLE SCALE MODELLERS** Contact Malcolm on 01202 694037.
- **POOLE VIKINGS MODEL CLUB** (Incorporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.
- **ROBERTSBRIDGE AVIATION SOCIETY MODEL CLUB**. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856
- **SALISBURY IPMS**. Please contact: Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel 01980 862403.
- **SHROPSHIRE SCALE MODELLERS** (IPMS Telford). Contact Gary Stevens, 8 Whittemere Road, Shrewsbury. SY1 3BT.
- **IPMS SOUTH AFRICA**. For further details contact Colin Burgess on 011 462 3549 or Email albertn@global.co.za or visit or Web site at www.kimberley.co.za/ipmssa.
- **IPMS SOUTH EAST LONDON** please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929.

- **SOUTHEND-ON-SEA MODEL CLUB** (South East Essex IPMS). Contact Dean on 01702 603031.
- **SOUTH LONDON SCALE MODEL CLUB**. For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.
- **ST. EDMUNDSBURY SCALE MODELLERS**. Contact Rod Jones (Secretary) on 01284 - 766104.
- **STAFFORD IPMS MODEL CLUB**. For information contact: Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadincote, Derbyshire. DE12. Tel: 01283 713602.
- **IPMS STE HELENE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 656 7243.
- **STIRLING & DISTRICT MODELLERS SOCIETY** SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.
- **SUNDERLAND SCALE MODEL CLUB** meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.
- **SUSSEX MODEL GROUP**. For information please contact 01403 782638.
- **SUTTON COLDFIELD MODEL MAKERS' SOCIETY** For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.
- **TAYSIDE MODELLING SOCIETY**. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).
- **THURROCK SCALE MODEL CLUB**. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.
- **IPMS TORONTO (CANADA)**. Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.
- **WALLINGFORD (IPMS)**. If you would like to know more contact Paul Dean on 01844 215360, or George Clark on 01491 201902
- **WARRINGTON IPMS**. For details contact Dave Foxall on 01925 825619.
- **WATFORD SCALE MODEL CLUB**. For more information call Nigel Foster on 01582 667210.
- **WEST MIDDLESEX IPMS**. Contact Les Clancy on 01784 465191 or Tony Harten on 0181 384 3840 for details.
- **IPMS YU-VOJVOVINA** (Yugoslavia). Contact Nenad Mikisev, Bulevar Veljka Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia. Email: modellart@ptt.yu
- **YORK & DISTRICT PLASTIC MODELS SOCIETY**. Contact Chris on 01430 873408 or Joel on 01904 766895.

Special Interest Groups (SIGs)

- **WORLD WAR ONE SIG** has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wingswiresig.htm>
- **NACHTIGALL. A NEW SIG** for all those interested in Nightfighters. For more information contact Anthony Oliver on 01228 529297 after 8pm.
- **IPMS GULF WAR SIG**. Contact G Madgwick, 9 Hedgehill Road, East Challow, Wantage, Oxon. OX12 9SD. Tel: 01235 769746. Email: gary@patrol.i-way.co.uk
- **WINGS 'N' WIRES**. IPMS World War I Aircraft SIG. Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY.
- **SIGPMA A NEW SIG** for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: ruidom@mail.telepac.pt
- **YUGOSLAV AVIATION SIG** discussion board at <http://disc.server.com/58276.html>.
- **HELICOPTER MODELLERS** - interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact: Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

New Clubs (Forming)

- **NEW CLUB BEING FORMED** in the Lancashire area. For more information contact Richard on 01204 699379 or Dave on 01204 695375.
- **FORMATION OF A NEW SOCIETY** in the Cornwall area. Anyone interested in joining this society should contact the address below, enclosing a stamped SAE, so that possible meeting venues etc can be determined by establishing the location of the greatest density of potential members. Contact The Cornish Plastic Modelling Society c/o Havenhurst, Granny's Lane, Perranporth, Cornwall. TR6 0HB. Tel: 01872 573191.

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

Forthcoming Events

- **February 5th.** Isca Plastic Model Club Show at St Thomas High School, Hatherleigh Road, Exeter from 10am.
- **February 5th-6th.** IPMS/Space Coast Modelfest 2000 at The Titusville Elks Lodge, Florida, USA. For more details contact Bob Taylor, 1255 Pemberton Trail, Malabar, FL 32950, USA. Tel: (321) 956 1231 (evenings), Email: BHT936@aol.com.
- **February 5th-6th.** Ransart Miniatures & Models Competition, Maison Communale Annexe, Rue Appaumée, 6043 Ransart, Belgium. Contact Nilsson Paul +37 71 35 06 71, Email: raceface@swing.be
- **February 5th-13th.** IPMS-Greece (Corfu Branch) 10th Annual Modelling Contest & Show at the Corfu Municipal Theatre's Foyer. For more information contact Spiros Margaritis (0030 661 41506 Mobil 0030 977 694036), Dimitris Moumouris (0030 661 51107, Mobile 0030 977 566523) or Symeon Sourvinos (0030 661 44937 Mobile 0030 945 955671).
- **February 6th.** South London Aircraft Enthusiasts' Fair, 10.30am to 4pm at the Dulwich College, South Circular Road (A205), London SE21.
- **February 12th.** IPMS(USA) Richmond, The 2000 Old Dominion Open, at the State Fairgrounds of Virginia, Richmond. Contact Aaron Walker on (804) 270 7898 or write to 2427 Cedar Cone Drive, Richmond, VA 23233, USA.
- **February 13th.** The 8th Annual Winter Model Contest and Swap Meet, IPMS Roscoe Turner Chapter, Raymond Park Middle School, Indianapolis, Indiana. Contact Matt Fray (317) 642 3326 or Email: kamikaze@indy.net
- **February 13th.** Yorkshire 2000 hosted by IPMS Leeds at the Huddersfield Sports Centre from 10am to 5pm.
- **February 18th-20th.** Brighton Modelworld Exhibition, 10am to 5.30pm daily at The Brighton Centre, Kings' Road (Seaford), Brighton. Contact Wendy Walton, The Brighton Centre, Russell Road,

Brighton, East Sussex BN1 2GR. Tel: 01273 292646.

- **February 26th.** Fleet Air Arm Museum Model Show, RNAS Yeovilton, Ilchester, Somerset. BA22 BHT. Tel: (01935) 840565, Fax: (01935) 840181.
- **March 4th.** The East of England Millennium Model Show, Peterborough Town Hall, Bridge Street, Peterborough. Contact Roger Bolt, 01733 706978.
- **March 11th.** Flanders' Modelling Festival 2000 and Flanders' Contest 200, Don Bosco Technical Institute, Salesianenlaan 1, B-02660 Hoboken (Antwerp), Belgium. Contact Rudy Binnemans, Te Couwelaarlei 103/21, B-2100 Deurne, Belgium. Tel/Fax: (00) 32 3 324 22 04.
- **March 11th-13th.** Model Expo, Australian Open Plastic and Scale Model Championships will be held in the Arts and Crafts Pavilion, Royal Melbourne Showgrounds, Epsom Road, Ascot Vale. For more details write to Model Expo 2000 c/o IPMS Australia Inc., GPO Box 1187K, Melbourne 3001, Australia, or telephone Graeme Dodd on (03) 9808 0341 or Ian Vale on (03) 9873 4256
- **March 12th.** IPMS Merseyside, Model Show 2000 at the Crosby Civic Centre. Contact Ted on 0151 722 6086 or Doug on 0151 342 2735.
- **March 18th & 19th.** Southern Expo, 10am to 5pm at the Hornchurch Sports Centre, Hornchurch, Essex. For more details contact W. Arrowsmith, 14 Linkway, Hornchurch, Essex. RM11 3RW. Tel: 01708 473038.
- **March 19th.** The Great Millennium Kit Swap at the Hinkley Leisure Centre, Leicestershire from 10.30am to 4.30pm. For more information contact 01455 264600 or 0116 2777205.
- **March 25th.** New Jersey IPMS, Mosquitocon 2000, Wayne Police Athletic League (PAL), PAL Road (off Route 23). Contact Bob La Padura, 81 Diamond Lane, Old Bridge, New Jersey 08857, USA. Email: riapadura@aol.com. Tel (732) 360 9733.
- **April 2nd.** LGW2000, the 11th Gatwick International Aircraft Enthusiasts Fair, 10am to 5pm at the Crawley Leisure Centre, Haslett Avenue, Crawley, West Sussex.
- **April 9th.** Barnet Scale Model Club, Holmshill School, Thrift Farm Lane, Shenley Road, Borehamwood, Herts. **NEW VENUE**. Contact (Trade) Jonathan Burns (0181) 423 2186 or (Clubs) Pete Stern (0181) 449 7854.
- **April 15th-16th.** Scottish National Modelling

Championships, Albert Hall, Stirling. Contact Willie Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ Tel (01259) 722 428.

- **April 28th-30th.** IPMS(USA)-NENY, 29th Annual IPMS Region 1 Convention 'Northeastcon 2000', Albany Ramada Inn, 1228 Western Avenue, Albany, NY12203. Contact Bill Ellis, 547 Washington Avenue, Albany, NY 12206, USA.
- **April 29th.** Poole Vikings Model Club (Incorporating Dorset IPMS) Annual Model Show will be held at Bournemouth University Sports Hall, Talbot Campus, Fern Barrow (off Wallisdown Road), Bournemouth. Contact Ian Dorney, 1 Strathmore Drive, Verwood, Dorset. BH31 7BJ. Tel: 01202 828724 or Email: poole.vikings@virgin.net
- **April 30th **Note New Date**.** IPMS Gloucester Y2K Model Show, Churchdown Community Centre, Parton Road, Churchdown, Gloucester. Contact Jeff Brown (Branch Secretary) 123, Pheasant Way, Beeches Park, Cirencester, Glos. GL7 1BJ
- **June 3rd.** IPMS Salisbury Model Club, 3rd Annual Show, Hall of Wyvern College, Laverstock, Salisbury, Wilts. Contact David Lane, 13 Park Street, Salisbury, Wilts. SP1 3AT. Tel: 01722 327498 Fax: 01722 501518, Email: d.lane@dial.pipex.com.
- **June 3rd.** Torcan 2000, IPMS Toronto at The Toronto Board of Trade Airport centre, 830 Dixon Road, Toronto, Canada. Contact Paul Roberts (905) 455 0081, Email: proberts@tamcotec.com or Chuck Rothman (905) 669 1096, Email: rothman@interfog.com.
- **July 2nd.** 'A Fort Full of Models', Newhaven Fort, Newhaven, East Sussex. Contact Mid-Sussex IPMS, 15 Aspen Walk, Haywards Heath. RH16 3RB. Fax/Answerphone: (01273) 596581.
- **August 12th-13th.** Bournemouth Model Spectacular, The Pavilion, Westover Road, Bournemouth, Hants. Contact John Bothamley (01202) 527723.
- **September 10th.** Sutton Coldfield Model Makers' Society Model Spectacular 2000. Contact (0121) 308 3165.
- **September 17th.** Modelfest 2000 Model Show, IPMS Farnborough, Frogmore Community Campus, Yateley, Hants.
- **September 24th.** Chiltern Scale Model Show at the Mosquito Museum, Salisbury Hall, Herts. Contact Chris Russell, 55 Stagsden Road, Bromham, Bedford. MK43 8PY.

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- **1/72nd scale aircraft kits, books, magazines and part works** - The Illustrated Encyclopedia of Aircraft, Take-Off and Warplane, all bound. Offers and further details contact E.Egan Tel: 01603 868821 (Norfolk).
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- **I'm looking for a copy of the Methuen Handbook of Colour by Andreas Korneup.** Any edition will do, must be in very good condition. Will pay reasonable price. Contact Todd Hayes Email: ta_hayes@hotmail.com
- **Air Publications (AP's), Pilot's Notes (UK), Flight Manuals (USA) and all forms of Parts Manuals on all military aircraft types.** Specifically Vol 1 & 3s for AP's. Will purchase batches, or

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- **Drawings & photos** of Royal Rhodesian AF and Rhodesian AF C-47s. Contact Nick Nicholas Email: OnTarget@ntl.net.

Help!

- **Can anyone supply three-view plans** for the Helio AU-24 Stallion utility aircraft? Contact Marco Zenati, via Gasparini 11/1, 24125 Bergamo, Italy. Email: saffo@tiscali.net.

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Diary

- February 5th** ■ Isca Plastic Model Club Show (Exeter).
- February 5th-6th** ■ IPMS/Space Coast, Modelfest 2000 (USA)
- February 5th-6th** ■ Ransart Miniatures & Models Competition, Belgium.
- February 5-13th** ■ IPMS-Greece (Corfu Branch).
- February 6th** ■ South London Aircraft Enthusiasts' Fair.
- February 12th** ■ IPMS(USA) Richmond, The 2000 Old Dominion Open.
- February 13th** ■ 8th Annual Winter Model Contest, IPMS Roscoe Turner Chapter, Indiana, USA.
- February 13th** ■ Yorkshire 2000 (Huddersfield).
- February 18th-20th** ■ Brighton Modelworld Exhibition.
- February 26th** ■ Fleet Air Arm Museum Model Show, Yeovilton, Somerset.
- March 4th** ■ The East of England Millennium Model Show, Peterborough.
- March 11th** ■ Flanders' Modelling Festival 2000 and Flanders' Contest 2000, Belgium.
- March 11th-13th** ■ Model Expo, Melbourne, Australia.
- March 12th** ■ IPMS Merseyside, Model Show 2000.
- March 18th-19th** ■ Southern Expo, Hornchurch.
- March 19th** ■ The Great Millennium Kit Swap (Hinkley).
- March 25th** ■ Mosquitocon 2000, New Jersey IPMS(USA).
- April 2nd** ■ LGW2000, Gatwick.
- April 9th** ■ Barnet Model Show, Herts. ***New Venue***
- April 15th-16th** ■ Scottish National Modelling Championships, Stirling.
- April 28th-30th** ■ 'Northeastcon 2000' New Jersey, USA.
- April 29th** ■ Poole Viking Model Club, Annual Show, Bournemouth.
- April 30th** ■ The IPMS Gloucester Y2K Model Show, Gloucestershire. *** Note New Date***
- May 13th** ■ Heathrow Aircraft Enthusiasts' Fair.
- June 3rd** ■ 3rd Annual Show, IPMS Salisbury Model Club, Wilts.
- June 3rd** ■ Torcan 2000, IPMS Toronto (Canada).
- July 2nd** ■ A Fort Full of Models, Newhaven.
- August 12-13** ■ Bournemouth Model Spectacular.
- September 10th** ■ Sutton Coldfield Model Makers' Society Model Spectacular 2000.
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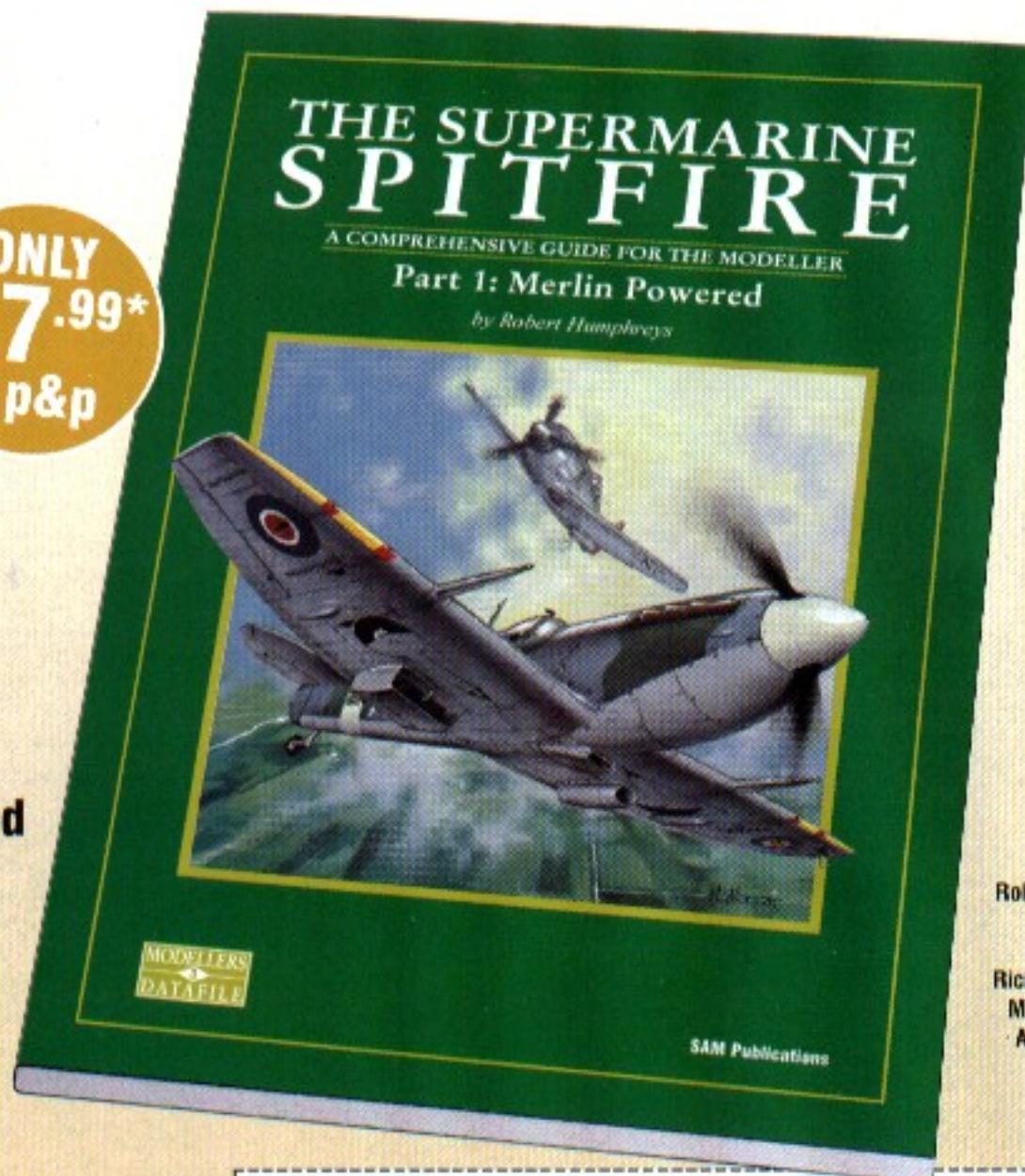
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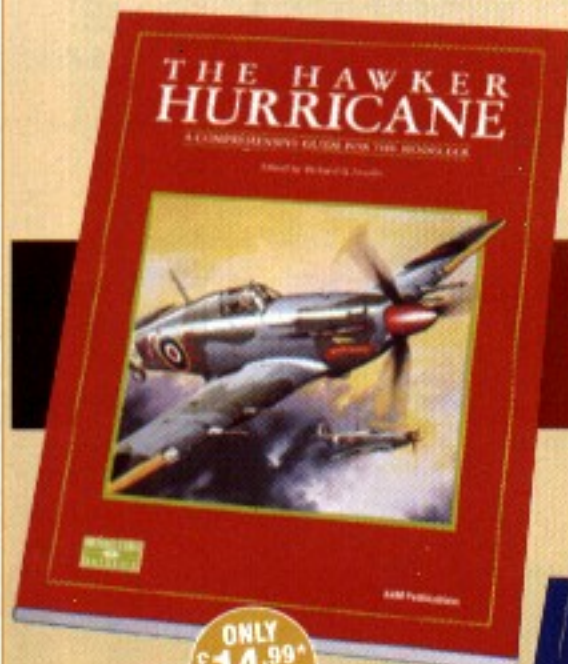
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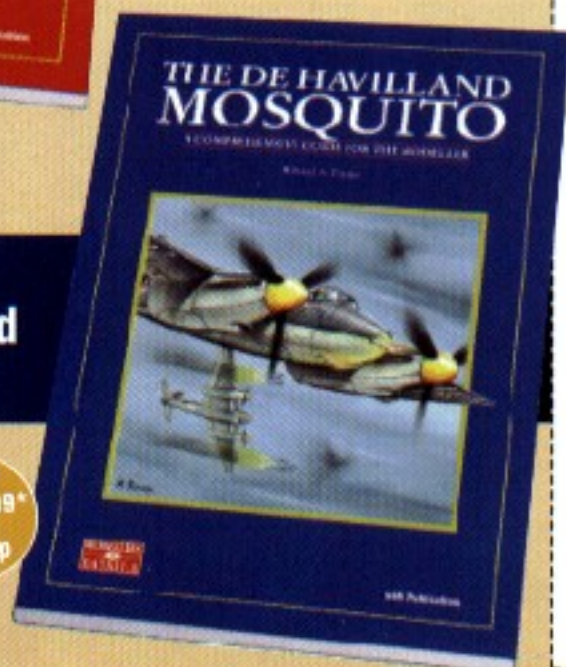


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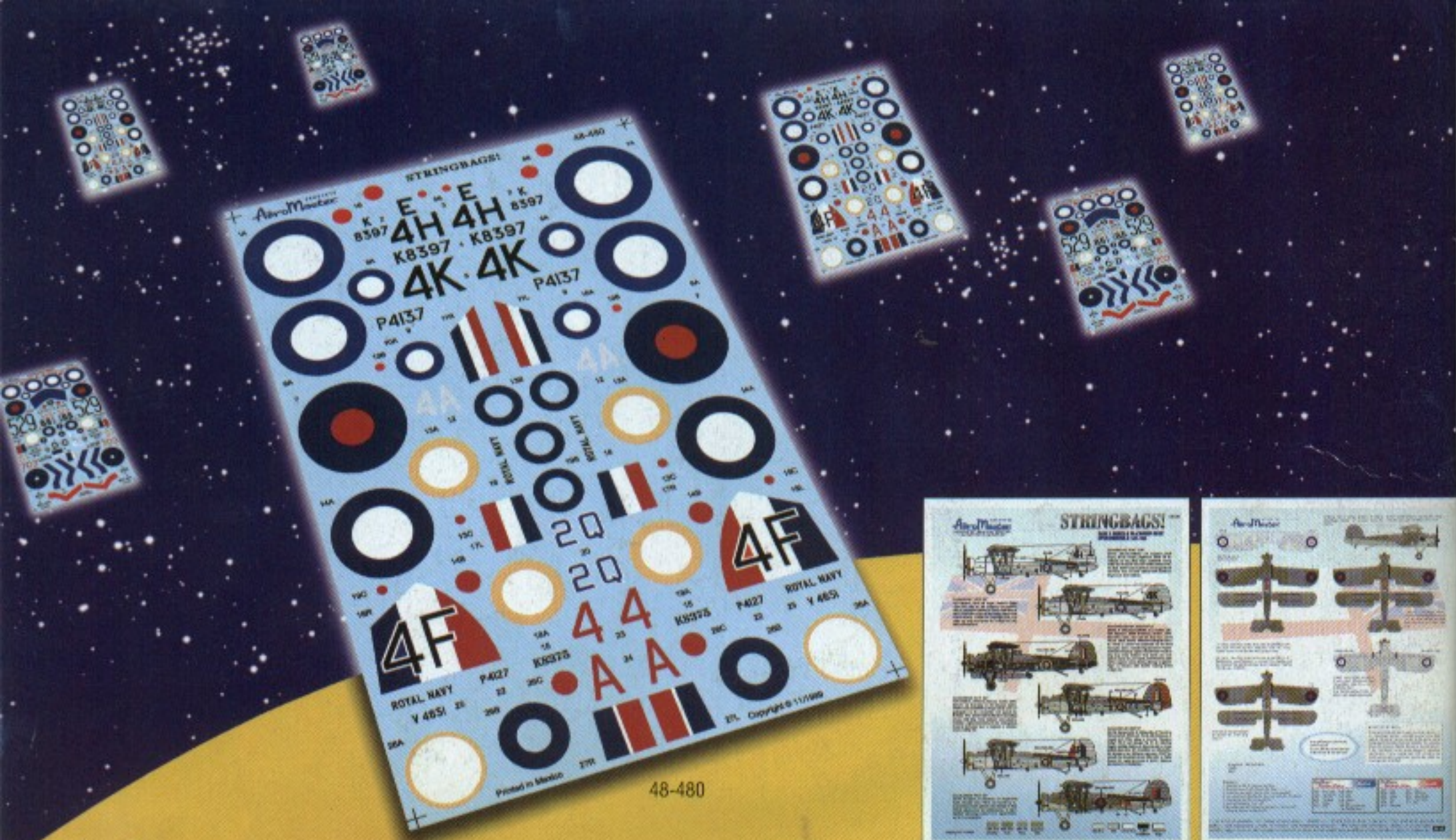
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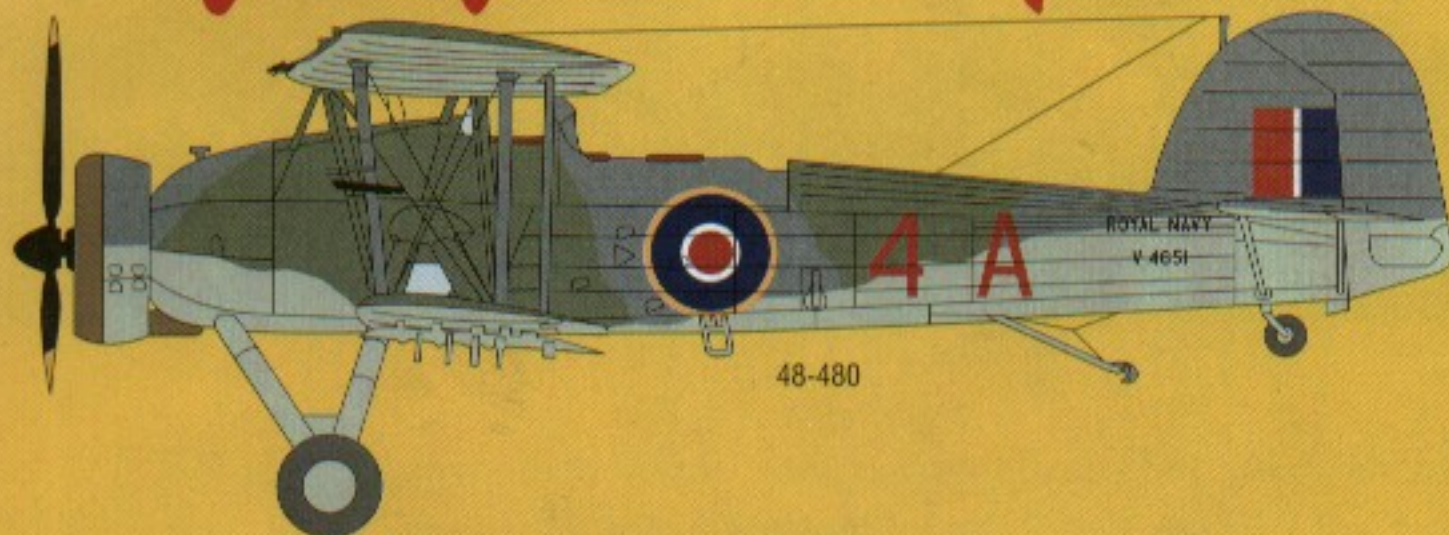
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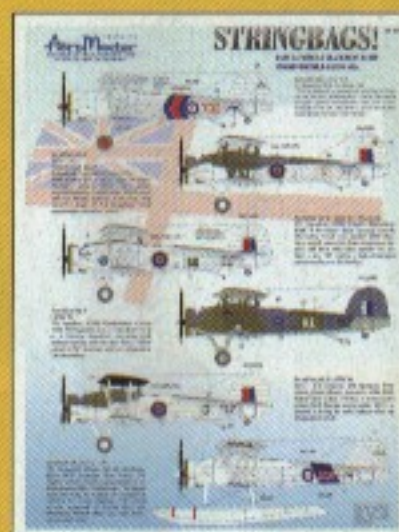
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